

## DIVISION OFFICERS

C. C. CHAPMAN..Superintendent.....Jefferson 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-  
tricts..... Jefferson City, Mo.  
C. W. PACE..... Trainmaster, River, Inde-  
pendence, Sedalia and  
Versailles Districts..... Jefferson City, Mo.  
R. D. DAY..... Trainmaster, Freight.... Kansas 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..... Pacific, Mo.  
E. F. HARRIS.... Dispatcher..... Pacific, Mo.  
W. RHOADES.... Dispatcher..... Jefferson 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 EMPLOYEES ONLY.

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

CENTRAL STANDARD TIME

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

J. L. KENDALL, Gen'l Superintendent Transportation.

M. L. HAYES, Superintendent Transportation.

W. F. KIRK, General Superintendent.

C. C. CHAPMAN, Superintendent.



ST. LOUIS DISTRICT—KIRKWOOD TO JEFFERSON CITY

| Station Numbers              | Miles from St. Louis—Seventh Street | TIME TABLE<br>No. 44<br>Taking Effect<br>JUNE 5, 1932 | TRAINS WESTWARD       |                 |                 |                 |                       |                 |           |
|------------------------------|-------------------------------------|-------------------------------------------------------|-----------------------|-----------------|-----------------|-----------------|-----------------------|-----------------|-----------|
|                              |                                     |                                                       | FIRST CLASS           |                 |                 |                 |                       |                 |           |
|                              |                                     |                                                       | 33<br>Local Passenger | 15<br>Passenger | 11<br>Passenger | 13<br>Passenger | 35<br>Local Passenger | 19<br>Passenger | 9<br>Mail |
| STATIONS                     |                                     |                                                       | Daily                 | Daily           | Daily           | Daily           | Daily                 | Daily           | Daily     |
| ST. LOUIS UNION STATION..... |                                     |                                                       | 8 20AM                | 9 00AM          | 2 02PM          | 4 50PM          | 5 25PM                | 6 40PM          | 11 59PM   |
| ST. LOUIS 23d St.....        |                                     |                                                       |                       |                 |                 |                 |                       |                 |           |
| 13                           | 13.48                               | CS..... KIRKWOOD... WT                                | s 8 50                | a 9 26          | a 2 28          | a 5 15          | s 6 00                | s 7 05          | a 12 24AM |
| 13A                          | 14.00                               | P..... HI.....                                        |                       |                 |                 |                 |                       |                 |           |
| 16                           | 16.55                               | P..... BARRETT.....*                                  | s 8 57                |                 |                 |                 | s 6 07                |                 |           |
| 17                           | 17.51                               | P..... LH JUNCTION.....                               |                       |                 |                 |                 |                       |                 |           |
| 18                           | 18.96                               | P..... VALLEY PARK.....*                              | s 9 02                |                 |                 |                 | s 6 15                | a 7 12          |           |
| 22                           | 22.80                               | P..... BY.....                                        |                       |                 |                 |                 |                       |                 |           |
| 24                           | 23.93                               | P..... JEDBURG.....*                                  | s 9 11                |                 |                 |                 | s 6 27                |                 |           |
| 24                           | 24.08                               | P..... JB JUNCTION.....                               | 9 12AM                |                 |                 |                 | 6 28PM                |                 |           |
| 25                           | 25.74                               | ..... CRESCENT.....                                   | Via Glencoe District  |                 |                 |                 | Via Glencoe District  | f 7 19          |           |
| 27                           | 27.76                               | P..... RK JUNCTION.....                               | 9 23AM                |                 |                 |                 | 6 37PM                |                 |           |
| 29                           | 27.91                               | P..... EUREKA.....*                                   | s 9 25                |                 |                 |                 | s 6 38                |                 |           |
| 32                           | 30.07                               | P..... ALLENTON.....*                                 | s 9 29                |                 |                 |                 | s 6 41                |                 |           |
| 34                           | 32.20                               | P..... DZ.....                                        | f 9 32                | 9 49            | 2 52            | 5 39            | f 6 44                | 7 29            | 12 49     |
| 36                           | 34.84                               | P..... PACIFIC.....\$WY*                              | s 9 37                | x 9 52          |                 |                 | s 6 50PM              | a 7 32          |           |
| 35                           | 35.00                               | CS..... K TOWER.....                                  |                       |                 |                 |                 |                       |                 |           |
| 40                           | 39.94                               | P..... GRAY SUMMIT.....*                              | f 9 50                |                 |                 |                 |                       |                 |           |
| 44                           | 41.84                               | P..... LABADIE.....*                                  | f 9 53                |                 |                 |                 |                       | ak 7 41         |           |
| 47                           | 44.82                               | P..... BOLES.....*                                    | f 9 57                |                 |                 |                 |                       |                 |           |
| 46                           | 46.57                               | P..... HD.....                                        | 9 59                  | 10 06           | 3 10            | 5 54            |                       | 7 46            | 1 05      |
| 54                           | 51.75<br>54.93                      | CS..... WASHINGTON. WCY*                              | s 10 10AM             | s 10 20         | s 3 20          | s 6 01          |                       | s 7 56          | s 1 12    |
| 62                           | 62.31                               | P..... DUNDEE.....                                    |                       | 10 29           | 3 29            | 6 09            |                       | f 8 05          | 1 22      |
| 67                           | 67.31                               | D..... NEW HAVEN.....*                                | s 10 37               |                 | 3 36            | 6 14            |                       | f 8 12          | 1 27      |
| 70                           | 70.98                               | P..... ETLAH.....*                                    |                       | 10 42           | 3 40            | 6 18            |                       | u 8 17          | 1 31      |
| 74                           | 75.19                               | P..... BERGER.....*                                   | s 10 49               |                 | 3 45            | 6 23            |                       | f 8 24          | 1 36      |
| 78                           | 78.91                               | P..... JJ SIDING..... W                               |                       | 10 54           | 3 50            | 6 27            |                       | 8 28            | 1 40      |
| 80                           | 81.08                               | D..... HERMANN.....*                                  | s 11 00               |                 | 3 52            | x 6 30          |                       | s 8 33          | 1 43      |
| 88                           | 88.19                               | P..... KK JUNCTION.....                               |                       | 11 09           | 4 00            | 6 38            |                       | 8 43            | 1 51      |
| 88                           | 88.50                               | CS..... GASCONADE.....*                               | s 11 11               |                 | 4 01            | 6 39            |                       | f 8 45          | 1 52      |
| 92                           | 92.90                               | D..... MORRISON.....*                                 | s 11 18               |                 | 4 06            | 6 44            |                       | f 8 52          | 1 57      |
| 100                          | 100.26                              | D..... CHAMMOIS..... W*                               | s 11 31               |                 | 4 14            | x 6 52          |                       | f 9 04          | 2 05      |
| 105                          | 105.33                              | ..... ST. AUBERT.....*                                |                       | 11 38           | 4 20            | 6 58            |                       | f 9 13          | 2 11      |
| 112                          | 113.10                              | D..... BONNOT'S MILL.....*                            | s 11 48               |                 | 4 28            | 7 06            |                       | f 9 24          | 2 20      |
| 116                          | 116.79                              | P..... LL JUNCTION.....                               |                       | 11 54           | 4 32            | 7 11            |                       | 9 30            | 2 24      |
| 117                          | 117.02                              | ..... DRAW BRIDGE.....                                |                       |                 |                 |                 |                       |                 |           |
| 117                          | 117.32                              | P..... OSAGE.....*                                    | s 11 56               |                 | 4 33            | 7 12            |                       | f 9 32          | 2 26      |
| 118                          | 118.90                              | CS..... MM TOWER.....                                 | 11 59AM               |                 | 4 35            | 7 15            |                       | 9 35            | 2 28      |
| 125                          | 125.33                              | N..... Jefferson City.. \$WCTY                        | s 12 10PM             | s 4 44PM        | s 7 25PM        |                 |                       | s 9 48PM        | s 2 38AM  |
| 122.15                       |                                     |                                                       | 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.



ST. LOUIS DISTRICT—KIRKWOOD TO JEFFERSON CITY

| Station Numbers              | Miles from St. Louis—Seventh Street | TIME TABLE<br>No. 44<br>Taking Effect<br>JUNE 5, 1932 | TRAINS WESTWARD       |                 |                 |                 |                       |                 |           |
|------------------------------|-------------------------------------|-------------------------------------------------------|-----------------------|-----------------|-----------------|-----------------|-----------------------|-----------------|-----------|
|                              |                                     |                                                       | FIRST CLASS           |                 |                 |                 |                       |                 |           |
|                              |                                     |                                                       | 33<br>Local Passenger | 15<br>Passenger | 11<br>Passenger | 13<br>Passenger | 35<br>Local Passenger | 19<br>Passenger | 9<br>Mail |
| STATIONS                     |                                     |                                                       | Daily                 | Daily           | Daily           | Daily           | Daily                 | Daily           | Daily     |
| ST. LOUIS UNION STATION..... |                                     |                                                       | 8 20AM                | 9 00AM          | 2 02PM          | 4 50PM          | 5 25PM                | 6 40PM          | 11 59PM   |
| ST. LOUIS 23d St.....        |                                     |                                                       |                       |                 |                 |                 |                       |                 |           |
| 13                           | 13.48                               | CS..... KIRKWOOD... WT                                | s 8 50                | a 9 26          | a 2 28          | a 5 15          | s 6 00                | s 7 05          | a 12 24AM |
| 13A                          | 14.00                               | P..... HI.....                                        |                       |                 |                 |                 |                       |                 |           |
| 16                           | 16.55                               | P..... BARRETT.....*                                  | s 8 57                |                 |                 |                 | s 6 07                |                 |           |
| 17                           | 17.51                               | P..... LH JUNCTION.....                               |                       |                 |                 |                 |                       |                 |           |
| 18                           | 18.51                               | P..... PA.....                                        |                       |                 |                 |                 |                       |                 |           |
| 18                           | 18.96                               | P..... VALLEY PARK.....*                              | s 9 02                |                 |                 |                 | s 6 15                | a 7 12          |           |
| 22                           | 22.80                               | P..... BY.....                                        |                       |                 |                 |                 |                       |                 |           |
| 24                           | 23.93                               | P..... JEDBURG.....*                                  | s 9 11                |                 |                 |                 | s 6 27                |                 |           |
| 24                           | 24.08                               | P..... JB JUNCTION.....                               | 9 12AM                |                 |                 |                 | 6 28PM                |                 |           |
| 25                           | 25.74                               | ..... CRESCENT.....                                   | Via Glencoe District  |                 |                 |                 | Via Glencoe District  |                 | f 7 19    |
| 27                           | 27.76                               | P..... RK JUNCTION.....                               | 9 23AM                |                 |                 |                 | 6 37PM                |                 |           |
| 29                           | 27.91                               | P..... EUREKA.....*                                   | s 9 25                |                 |                 |                 | s 6 38                |                 |           |
| 32                           | 30.07                               | P..... ALLENTON.....*                                 | s 9 29                |                 |                 |                 | s 6 41                |                 |           |
| 34                           | 32.20                               | P..... DZ.....                                        | f 9 32                | 9 49            | 2 52            | 5 39            | f 6 44                | 7 29            | 12 49     |
| 36                           | 34.84                               | P..... PACIFIC.....\$WY*                              | s 9 37                | x 9 52          |                 |                 | s 6 50PM              | a 7 32          |           |
| 35                           | 35.00                               | CS..... K TOWER.....                                  |                       |                 |                 |                 |                       |                 |           |
| 40                           | 39.94                               | P..... GRAY SUMMIT.....*                              | f 9 50                |                 |                 |                 |                       |                 |           |
| 44                           | 41.84                               | P..... LABADIE.....*                                  | f 9 53                |                 |                 |                 |                       | ak 7 41         |           |
| 47                           | 44.82                               | P..... BOLES.....*                                    | f 9 57                |                 |                 |                 |                       |                 |           |
| 46                           | 46.57                               | P..... HD.....                                        | 9 59                  | 10 06           | 3 10            | 5 54            |                       | 7 46            | 1 05      |
| 54                           | 51.75<br>54.93                      | CS..... WASHINGTON. WCY*                              | s 10 10AM             | s 10 20         | s 3 20          | s 6 01          |                       | s 7 56          | s 1 12    |
| 62                           | 62.31                               | P..... DUNDEE.....                                    |                       | 10 29           | 3 29            | 6 09            |                       | f 8 05          | 1 22      |
| 67                           | 67.31                               | D..... NEW HAVEN.....*                                | s 10 37               |                 | 3 36            | 6 14            |                       | f 8 12          | 1 27      |
| 70                           | 70.98                               | P..... EPLAH.....*                                    |                       | 10 42           | 3 40            | 6 18            |                       | u 8 17          | 1 31      |
| 74                           | 75.19                               | P..... BERGER.....*                                   | s 10 49               |                 | 3 45            | 6 23            |                       | f 8 24          | 1 36      |
| 78                           | 78.91                               | P..... JJ SIDING.....W                                |                       | 10 54           | 3 50            | 6 27            |                       | 8 28            | 1 40      |
| 80                           | 81.08                               | D..... HERMANN.....*                                  | s 11 00               |                 | 3 52            | x 6 30          |                       | s 8 33          | 1 43      |
| 88                           | 88.19                               | P..... KK JUNCTION.....                               |                       | 11 09           | 4 00            | 6 38            |                       | 8 43            | 1 51      |
| 88                           | 88.50                               | CS. GASCONADE.....*                                   | s 11 11               |                 | 4 01            | 6 39            |                       | f 8 45          | 1 52      |
| 92                           | 92.90                               | D..... MORRISON.....*                                 | s 11 18               |                 | 4 06            | 6 44            |                       | f 8 52          | 1 57      |
| 100                          | 100.26                              | D..... CHAMMOIS.....W*                                | s 11 31               |                 | 4 14            | x 6 52          |                       | f 9 04          | 2 05      |
| 105                          | 105.33                              | ..... ST. AUBERT.....*                                |                       | 11 38           | 4 20            | 6 58            |                       | f 9 13          | 2 11      |
| 112                          | 113.10                              | D..... BONNOT'S MILL.....*                            | s 11 48               |                 | 4 28            | 7 06            |                       | f 9 24          | 2 20      |
| 116                          | 116.79                              | P..... LL JUNCTION.....                               |                       | 11 54           | 4 32            | 7 11            |                       | 9 30            | 2 24      |
| 117                          | 117.02                              | ..... DRAW BRIDGE.....                                |                       |                 |                 |                 |                       |                 |           |
| 117                          | 117.32                              | P..... OSAGE.....*                                    | s 11 56               |                 | 4 33            | 7 12            |                       | f 9 32          | 2 26      |
| 118                          | 118.90                              | CS..... MM TOWER.....                                 |                       | 11 59AM         | 4 35            | 7 15            |                       | 9 35            | 2 28      |
| 125                          | 125.33                              | N..... Jefferson City..\$WCTY                         | s 12 10PM             |                 | s 4 44PM        | s 7 25PM        |                       | s 9 48PM        | s 2 38AM  |
| 122.15                       |                                     |                                                       | 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.



ST. LOUIS DISTRICT—KIRKWOOD TO JEFFERSON CITY

| Station Numbers         | Miles from St. Louis—Seventh Street | TIME TABLE<br>No. 44<br>Taking Effect<br>JUNE 5, 1932 | TRAINS WESTWARD           |                           |                           |                           |                        |                           |
|-------------------------|-------------------------------------|-------------------------------------------------------|---------------------------|---------------------------|---------------------------|---------------------------|------------------------|---------------------------|
|                         |                                     |                                                       | SECOND CLASS              |                           |                           |                           | THIRD CLASS            |                           |
|                         |                                     |                                                       | 61<br>Red Ball<br>Freight | 71<br>Merchandise<br>Only | 79<br>Red Ball<br>Freight | 77<br>Red Ball<br>Freight | 91<br>Local<br>Freight | 91<br>Daily<br>Ex. Sunday |
| STATIONS                |                                     |                                                       | Daily                     | Daily                     | Daily                     | Daily                     |                        |                           |
| ST. LOUIS UNION STATION |                                     |                                                       |                           |                           |                           |                           |                        |                           |
| ST. LOUIS 23d St. 0.68  |                                     |                                                       | 11 00AM                   | 7 30PM                    | 8 00PM                    | 10 30PM                   |                        | 12 01AM                   |
| 12.18                   |                                     |                                                       |                           |                           |                           |                           |                        |                           |
| 13                      | 13.48                               | CS. KIRKWOOD WT                                       | 11 50AM                   | 8 10                      | 8 50                      | 11 20PM                   |                        | 12 50                     |
| 13A                     | 14.00                               | P. HI                                                 |                           |                           |                           |                           |                        |                           |
| 16                      | 16.55                               | P. BARRETT                                            |                           |                           |                           |                           |                        |                           |
|                         | 17.52                               | P. LH JUNCTION                                        |                           |                           |                           |                           |                        |                           |
|                         | 18.52                               | P. PA                                                 |                           |                           |                           |                           |                        |                           |
| 18                      | 18.96                               | P. VALLEY PARK                                        |                           |                           |                           |                           |                        |                           |
|                         | 22.80                               | P. BY                                                 |                           |                           |                           |                           |                        |                           |
| 24                      | 23.93                               | P. JEDBURG \$*                                        |                           |                           |                           |                           |                        |                           |
|                         | 24.12                               | P. JB JUNCTION                                        |                           |                           |                           |                           |                        |                           |
|                         | 25.84                               | P. CRESCENT                                           |                           |                           |                           |                           |                        |                           |
|                         | 27.82                               | P. RK JUNCTION                                        |                           |                           |                           |                           |                        |                           |
| 29                      | 27.91                               | P. EUREKA *                                           |                           |                           |                           |                           |                        |                           |
| 32                      | 30.07                               | P. ALLENTON *                                         |                           |                           |                           |                           |                        |                           |
| 34                      | 32.20                               | P. DZ                                                 |                           |                           |                           |                           |                        |                           |
| 36                      | 34.84                               | P. PACIFIC \$WY*                                      |                           |                           |                           |                           |                        | s 2 45                    |
|                         | 35.19                               | CS. K TOWER                                           |                           |                           |                           |                           |                        |                           |
| 40                      | 39.94                               | P. GRAY SUMMIT *                                      |                           |                           |                           |                           |                        | s 3 10                    |
| 44                      | 41.84                               | P. LABADIE *                                          |                           |                           |                           |                           |                        | s 3 20                    |
| 47                      | 44.82                               | P. BOLES *                                            |                           |                           |                           |                           |                        | f 3 28                    |
|                         | 46.57                               | P. HD                                                 |                           |                           |                           |                           |                        |                           |
| 54                      | 51.75                               | CS. WASHINGTON WCY*                                   | 3 40PM                    | 9 10                      | 10 25                     | 12 25AM                   |                        | s 4 00                    |
|                         | 54.93                               | 7.38                                                  |                           |                           |                           |                           |                        |                           |
| 62                      | 62.31                               | P. DUNDEE                                             | 3 51                      | 9 21                      | 10 40                     | 12 37                     |                        | f 4 20                    |
| 67                      | 67.31                               | D. NEW HAVEN *                                        | 3 58                      | 9 28                      | 10 49                     | 12 44                     |                        | s 4 50                    |
| 70                      | 70.96                               | P. ETLAH *                                            | 4 03                      | 9 33                      | 10 57                     | 12 51                     |                        | s 5 00                    |
| 74                      | 75.19                               | P. BERGER *                                           | 4 10                      | 9 40                      | 11 05                     | 12 58                     |                        | s 5 30                    |
|                         | 78.91                               | P. JJ SIDING W                                        | 4 15                      | 9 45                      | 11 11                     | 1 03                      |                        | 5 40                      |
| 80                      | 81.08                               | D. HERMANN *                                          | 4 18                      | 9 48                      | 11 16                     | 1 08                      |                        | s 6 05                    |
|                         | 88.19                               | P. KK JUNCTION                                        | 4 29                      | 9 59                      | 11 25                     | 1 20                      |                        | 6 20                      |
| 88                      | 88.59                               | CS. GASCONADE *                                       | 4 31                      | 10 01                     | 11 28                     | 1 22                      |                        | s 6 30                    |
| 92                      | 92.90                               | D. MORRISON *                                         | 4 38                      | 10 08                     | 11 35                     | 1 29                      |                        | s 6 50                    |
| 100                     | 100.26                              | D. CHAMOIS W                                          | 4 48                      | 10 18                     | 11 48                     | 1 40                      |                        | s 7 10                    |
| 105                     | 105.33                              | P. ST. AUBERT *                                       | 4 56                      | 10 26                     | 11 57PM                   | 1 47                      |                        | s 7 25                    |
| 112                     | 113.10                              | D. BONNOT'S MILL *                                    | 5 07                      | 10 37                     | 12 10AM                   | 1 59                      |                        | s 7 40                    |
|                         | 116.79                              | P. LL JUNCTION                                        | 5 13                      | 10 43                     | 12 17                     | 2 05                      |                        | 7 50                      |
|                         | 117.02                              | P. DRAW BRIDGE                                        |                           |                           |                           |                           |                        |                           |
| 117                     | 117.32                              | P. OSAGE *                                            | 5 14                      | 10 44                     | 12 20                     | 2 07                      |                        | s 8 00                    |
|                         | 118.90                              | CS. MM TOWER                                          | 5 17                      | 10 47                     | 12 23                     | 2 11                      |                        | 8 15                      |
| 125                     | 125.33                              | N. Jefferson City \$WCTY                              | 5 40PM                    | 10 57PM                   | 12 35AM                   | 2 25AM                    |                        | s 9 00AM                  |
| 122.15                  |                                     |                                                       | Daily                     | Daily                     | Daily                     | Daily                     |                        | Daily Ex. Sunday          |

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





SEDALIA DISTRICT—JEFFERSON CITY TO KANSAS CITY

| Station Numbers | Miles from St. Louis—Seventh Street | TIME TABLE<br>No. 44<br>Taking Effect<br>JUNE 5, 1932 | TRAINS WESTWARD           |                           |                     |                           |                           |  |  | THIRD CLASS         |                       |
|-----------------|-------------------------------------|-------------------------------------------------------|---------------------------|---------------------------|---------------------|---------------------------|---------------------------|--|--|---------------------|-----------------------|
|                 |                                     |                                                       | SECOND CLASS              |                           |                     |                           |                           |  |  | 95                  | 99                    |
|                 |                                     |                                                       | 79<br>Red Ball<br>Freight | 77<br>Red Ball<br>Freight | 51<br>Mixed         | 61<br>Red Ball<br>Freight | 71<br>Merchandise<br>Only |  |  | Local<br>Freight    | Local<br>Freight      |
| STATIONS        |                                     |                                                       | Daily                     | Daily                     | Daily<br>Ex. Sunday | Daily                     | Daily                     |  |  | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday   |
| 125             | 125.33                              | N.....Jefferson City. \$WCTY<br>0.74                  | 1 00AM                    | 3 20AM                    | 5 05AM              | 6 00PM                    | 11 10PM                   |  |  | 6 15AM              |                       |
| 126             | 126.07                              | .....WEST YARD OFFICE.....                            | 1 03                      | 3 21                      | 5 06                | 6 01                      | 11 11                     |  |  | 6 18                |                       |
| 129             | 129.38                              | CS.....COLE JCT.....<br>3.31                          | 1 15                      | 3 35AM                    | f 5 20              | 6 15PM                    | 11 25PM                   |  |  | 6 30AM              |                       |
| 129             | 129.39                              | P.....SD SIDING.....<br>0.01                          | 1 16                      |                           | 5 21                |                           |                           |  |  |                     |                       |
| 132             | 132.41                              | P.....SCOTT.....<br>3.02                              | 1 35                      | 70                        | f 5 30              |                           |                           |  |  |                     |                       |
| 135             | 135.24                              | P.....ELSTON.....*<br>2.83                            | 1 45                      |                           | s 5 40              |                           |                           |  |  |                     |                       |
| 140             | 139.26                              | D.....CENTERTOWN.....*<br>5.02                        | 2 06                      | 14                        | s 5 53              |                           |                           |  |  |                     |                       |
| 144             | 144.72                              | P.....McGIRK.....*<br>4.46                            | 2 20                      |                           | s 6 05              |                           |                           |  |  |                     |                       |
| 146             | 147.09                              | P.....BRANT.....*<br>2.37                             | 2 27                      |                           | 6 10                |                           |                           |  |  |                     |                       |
| 150             | 150.38                              | N.....CALIFORNIA.....W*<br>3.29                       | 2 35                      |                           | s 6 25              |                           |                           |  |  |                     |                       |
| 156             | 156.63                              | D.....CLARKSBURG.....*<br>6.25                        | 3 00                      | 9                         | s 6 40              |                           |                           |  |  |                     |                       |
| 162             | 162.87                              | N.....TIPTON.....WY*<br>6.24                          | 3 56                      | 20                        | s 7 00              |                           |                           |  |  |                     |                       |
| 163             | 163.14                              | .....Versailles District Crossing.....<br>0.27        |                           |                           |                     |                           |                           |  |  |                     |                       |
| 166             | 166.39                              | P.....DOW.....*<br>3.25                               | 4 07                      |                           | 7 10                |                           |                           |  |  |                     |                       |
| 168             | 168.13                              | P.....SYRACUSE.....*<br>1.74                          | 4 10                      |                           | s 7 15              |                           |                           |  |  |                     |                       |
| 175             | 175.75                              | D.....OTTERVILLE.....*<br>7.62                        | 4 27                      |                           | s 7 35              | 50                        |                           |  |  |                     |                       |
| 181             | 181.18                              | D.....SMITHTON.....*<br>5.43                          | 4 40                      |                           | s 7 50              |                           |                           |  |  |                     |                       |
| 187             | 187.79                              | .....MKT CROSSING.....<br>6.61                        | 5 00                      |                           | 8 05                |                           |                           |  |  |                     |                       |
| 188             | 188.94                              | CS.....SEDALIA.....\$WCTY<br>1.15                     | 5 30                      |                           | s 8 40              |                           |                           |  |  |                     |                       |
| 195             | 195.70                              | P.....DRESDEN.....*<br>6.80                           | 5 45                      | 50                        | s 8 55              |                           |                           |  |  |                     |                       |
| 200             | 200.91                              | D.....LAMONTE.....*<br>5.17                           | 5 57                      |                           | s 9 15              |                           |                           |  |  |                     |                       |
| 208             | 208.13                              | D.....KNOBOSTER.....*<br>7.22                         | 6 15                      |                           | s 9 40              |                           |                           |  |  |                     |                       |
| 211             | 211.79                              | P.....MONTSERRAT.....*<br>3.66                        | 6 25                      |                           | s 9 50              |                           |                           |  |  |                     |                       |
| 218             | 218.40                              | N.....WARRENSBURG.....W*<br>6.61                      | 6 45                      |                           | s 10 40             | 12                        |                           |  |  |                     |                       |
| 224             | 224.45                              | D.....CENTerview.....O*<br>6.05                       | 7 05                      |                           | s 11 00             |                           |                           |  |  |                     |                       |
| 228             | 228.78                              | P.....DORAN.....*<br>4.33                             | 7 16                      |                           | 11 15               |                           |                           |  |  |                     |                       |
| 232             | 232.83                              | D.....HOLDEN.....W*<br>4.05                           | 7 30                      |                           | s 11 50AM           |                           |                           |  |  |                     |                       |
| 237             | 237.56                              | D.....KINGSVILLE.....*<br>4.73                        | 7 45                      |                           | s 12 10PM           |                           |                           |  |  |                     |                       |
| 242             | 243.08                              | P.....STRASBURG.....*<br>5.52                         | 8 00                      |                           | s 12 30             |                           |                           |  |  |                     |                       |
| 249             | 249.27                              | CS.....PLEASANT HILL.....WY<br>6.19                   | 9 00AM                    |                           | 1 15PM              |                           |                           |  |  |                     | 1010AM <sup>226</sup> |
| 252             | 252.34                              | P.....AVON.....*<br>3.07                              |                           |                           |                     |                           |                           |  |  | f 10 18             |                       |
| 254             | 255.07                              | P.....GREENWOOD.....*<br>2.73                         |                           |                           |                     |                           |                           |  |  | s 10 30             |                       |
| 259             | 259.87                              | D.....LEE'S SUMMIT.....*<br>4.80                      |                           |                           |                     |                           |                           |  |  | s 10 45             |                       |
| 265             | 265.84                              | D.....LITTLE BLUE.....*<br>5.97                       |                           |                           |                     |                           |                           |  |  | s 11 05             |                       |
| 271             | 271.23                              | P.....ELM PARK.....*<br>5.39                          |                           |                           |                     |                           |                           |  |  | 11 25AM             |                       |
| 273             | 273.27                              | CS.....INDEPENDENCE.....W*<br>2.04                    |                           |                           |                     |                           |                           |  |  | s 12 01PM           |                       |
| 276             | 276.84                              | CS.....ROCK CREEK JCT.....<br>3.57                    |                           |                           |                     |                           |                           |  |  | 12 15               |                       |
| 278             | 278.24                              | .....K. C. S. W. JCT.....<br>1.40                     |                           |                           |                     |                           |                           |  |  | 12 20               |                       |
| 279             | 279.06                              | CS.....EAST YARD. \$CTWY<br>0.82                      |                           |                           |                     |                           |                           |  |  | 12 30PM             |                       |
| 282             | 283.03                              | CS.....KANSAS CITY<br>UNION STATION.....<br>157.70    | Daily                     | Daily                     | Daily<br>Ex. Sunday | Daily                     | Daily                     |  |  | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday   |

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

| Siding Capacity in Cars |        | Miles from Kansas City | No. 44<br>Taking Effect<br>JUNE 5, 1932 |         | STATIONS |       | THIRD CLASS      |    |
|-------------------------|--------|------------------------|-----------------------------------------|---------|----------|-------|------------------|----|
| 9                       | 157.70 | 157.70                 | N. Jefferson City, WCTV                 | 10 55AM | 10 15PM  | Daily | Red Ball Freight | 78 |
|                         | 156.96 | 156.96                 | WEST YARD OFFICE                        | 10 45   | 10 00    | Daily | Red Ball Freight | 72 |
|                         | 153.65 | 153.65                 | COLE JCT.                               | 10 36   | 9 12     | Daily | Red Ball Freight | 68 |
|                         | 153.04 | 153.04                 | SD SIDING                               | 10 35   | 9 11     | Daily | Red Ball Freight | 70 |
|                         | 150.62 | 150.62                 | SCOTT                                   | 10 27   | 9 05     | Daily | Red Ball Freight | 66 |
|                         | 147.79 | 147.79                 | ELSTON                                  | 10 20   | 8 58     | Daily | Red Ball Freight | 62 |
|                         | 142.77 | 142.77                 | CENTERTOWN                              | 10 00   | 8 45     | Daily | Red Ball Freight | 68 |
|                         | 138.31 | 138.31                 | MCGIRK                                  | 9 45    | 8 34     | Daily | Red Ball Freight | 62 |
|                         | 135.94 | 135.94                 | BRANT                                   | 9 30    | 8 28     | Daily | Red Ball Freight | 68 |
|                         | 132.65 | 132.65                 | CALIFORNIA                              | 9 20    | 8 05     | Daily | Red Ball Freight | 62 |
|                         | 126.40 | 126.40                 | CLARKSBURG                              | 9 00    | 7 43     | Daily | Red Ball Freight | 68 |
|                         | 120.16 | 120.16                 | TIPTON                                  | 8 40    | 7 33     | Daily | Red Ball Freight | 62 |
|                         | 119.89 | 119.89                 | Versailles District Crossing            |         |          |       |                  |    |
|                         | 116.64 | 116.64                 | DOW                                     | 8 20    | 7 25     | Daily | Red Ball Freight | 62 |
|                         | 114.90 | 114.90                 | SYRACUSE                                | 8 15    | 7 22     | Daily | Red Ball Freight | 68 |
|                         | 107.28 | 107.28                 | OTTERVILLE                              | 7 35    | 7 02     | Daily | Red Ball Freight | 62 |
|                         | 101.85 | 101.85                 | SMITHTON                                | 7 05    | 6 47     | Daily | Red Ball Freight | 68 |
|                         | 95.24  | 95.24                  | MKT CROSSING                            | 6 35    | 6 35     | Daily | Red Ball Freight | 62 |
|                         | 94.09  | 94.09                  | SEDALIA                                 | 6 30    | 6 28     | Daily | Red Ball Freight | 68 |
|                         | 87.29  | 87.29                  | DESDEN                                  | 5 45    | 5 30     | Daily | Red Ball Freight | 62 |
|                         | 82.12  | 82.12                  | LAMONTE                                 | 4 42    | 5 05     | Daily | Red Ball Freight | 68 |
|                         | 74.90  | 74.90                  | KNOBNOSTER                              | 4 20    | 4 35     | Daily | Red Ball Freight | 62 |
|                         | 71.24  | 71.24                  | MONTSEVAT                               | 4 10    | 4 25     | Daily | Red Ball Freight | 68 |
|                         | 66     | 66                     | WARRENSBURG                             | 3 50    | 4 05     | Daily | Red Ball Freight | 62 |
|                         | 58.58  | 58.58                  | CENTERTOWN                              | 3 20    | 3 45     | Daily | Red Ball Freight | 68 |
|                         | 54.25  | 54.25                  | DORAN                                   | 3 10    | 3 30     | Daily | Red Ball Freight | 62 |
|                         | 50.20  | 50.20                  | HOLDEN                                  | 3 00    | 3 15     | Daily | Red Ball Freight | 68 |
|                         | 45.47  | 45.47                  | KINGSVILLE                              | 2 45    | 2 59     | Daily | Red Ball Freight | 62 |
|                         | 39.95  | 39.95                  | STRASBURG                               | 2 30    | 2 30     | Daily | Red Ball Freight | 68 |
|                         | 33.76  | 33.76                  | PLEASANT HILL                           | 2 15AM  | 2 10PM   | Daily | Red Ball Freight | 62 |
|                         | 30.69  | 30.69                  | AVON                                    |         |          | Daily | Red Ball Freight | 68 |
|                         | 27.96  | 27.96                  | GREENWOOD                               |         |          | Daily | Red Ball Freight | 62 |
|                         | 23.16  | 23.16                  | LEWIS SUMMIT                            |         |          | Daily | Red Ball Freight | 68 |
|                         | 17.19  | 17.19                  | LITTLE BLUE                             |         |          | Daily | Red Ball Freight | 62 |
|                         | 11.80  | 11.80                  | ELM PARK                                |         |          | Daily | Red Ball Freight | 68 |
|                         | 9.76   | 9.76                   | INDEPENDENCE                            |         |          | Daily | Red Ball Freight | 62 |
|                         | 6.19   | 6.19                   | BOOK CREEK JCT                          |         |          | Daily | Red Ball Freight | 68 |
|                         |        |                        | K. C. S. W. JCT                         |         |          | Daily | Red Ball Freight | 62 |
|                         |        |                        | EAST YARD JCT                           |         |          | Daily | Red Ball Freight | 68 |
|                         |        |                        | UNION STATION                           |         |          | Daily | Red Ball Freight | 62 |
|                         |        |                        | KANSAS CITY                             |         |          | Daily | Red Ball Freight | 68 |

SEDALIA DISTRICT—KANSAS CITY TO JEFFERSON CITY

RIVER DISTRICT—COLE JUNCTION TO ETON

| Siding Capacity in Cars | Miles from St. Louis—Seventh Street | TIME TABLE<br>No. 44<br>Taking Effect<br>JUNE 5, 1932 | TRAINS WESTWARD       |                        |                        |                        |  |    | THIRD CLASS             |                  |
|-------------------------|-------------------------------------|-------------------------------------------------------|-----------------------|------------------------|------------------------|------------------------|--|----|-------------------------|------------------|
|                         |                                     |                                                       | FIRST CLASS           |                        | SECOND CLASS           |                        |  | 95 | 97                      |                  |
|                         |                                     |                                                       | 37<br>Local Passenger | 77<br>Red Ball Freight | 61<br>Red Ball Freight | 71<br>Merchandise Only |  |    | Local Freight           | Local Freight    |
| STATIONS                |                                     |                                                       | Daily                 | Daily                  | Daily                  | Daily                  |  |    | Daily Ex. Sunday        | Daily Ex. Sunday |
|                         | 129.38                              | CS... COLE JUNCTION.....                              | 6 40AM                | 3 35AM                 | 6 15PM                 | 11 25PM                |  |    | f 6 30AM                |                  |
|                         | 1.59                                | P... RIVER JUNCTION.....                              | 6 42                  | 3 38                   | 6 18                   | 11 29 <sup>68</sup>    |  |    | 6 33                    |                  |
|                         | 3.18                                | P... MCKINNEY.....                                    | f 6 47                | 3 46                   | 6 25                   | 11 34                  |  |    | f 6 40                  |                  |
|                         | 4.97                                | P... MARION.....                                      | s 6 55 <sup>95</sup>  | 3 57                   | 6 32 <sup>62</sup>     | 11 42                  |  |    | s 6 55                  | 37               |
|                         | 4.75                                | P... SANDY HOOK.....                                  | s 7 01                | 4 08                   | 6 42                   | 11 48                  |  |    | s 7 14                  |                  |
|                         | 7.32                                | N... LUPUS.....                                       | s 7 14                | 4 20 <sup>66</sup>     | 6 58                   | 11 59PM                |  |    | s 7 25                  |                  |
|                         | 5.59                                | D... WOOLDRIDGE.....                                  | s 7 24                | 4 34                   | 7 07                   | 12 08AM                |  |    | s 7 34                  |                  |
|                         | 4.26                                | P... OVERTON.....                                     | s 7 31                | 4 42                   | 7 15                   | 12 15                  |  |    | s 7 44                  |                  |
|                         | 3.62                                | P... MERNA.....                                       | f 7 36                | 4 55                   | 7 21                   | 12 21                  |  |    | f 7 55                  |                  |
|                         | 6.19                                | CS... BOONVILLE.....\$WY                              | s 7 44                | 5 07                   | 7 32                   | 12 33                  |  |    | s 8 30                  | 94               |
|                         | 4.18                                | P... HK SIDING.....                                   | f 7 53 <sup>94</sup>  | 5 16                   | 7 44                   | 12 40                  |  |    | f 8 45                  |                  |
|                         | 2.17                                | P... Q JUNCTION.....                                  | 7 56                  | 5 24                   | 7 52                   | 12 47                  |  |    | 8 55                    |                  |
|                         | 3.01                                | P... RX JUNCTION.....                                 | 8 01                  | 5 29                   | 8 06                   | 12 52                  |  |    | 9 05                    |                  |
|                         | 6.70                                | CS... BLACKWATER.....WC                               | s 8 11                | 5 42                   | 8 20                   | 1 03                   |  |    | s 9 30                  |                  |
|                         | 2.74                                | P... NELSON.....                                      | s 8 16                | 5 47                   | 8 25                   | 1 08                   |  |    | s 9 40                  |                  |
|                         | 5.37                                | D... NAPTON.....                                      | s 8 26                | 5 57                   | 8 41 <sup>38</sup>     | 1 18                   |  |    | s 10 00                 |                  |
|                         | 7.15                                | NO... MARSHALL JUNCTION.....Y                         | f 8 37                | 6 13 <sup>94</sup>     | 8 54                   | 1 31                   |  |    | s 10 20                 |                  |
|                         | 1.91                                | D... MARSHALL.....                                    | s 8 45                |                        |                        |                        |  |    |                         |                  |
|                         | 1.91                                | NO... MARSHALL JUNCTION.....Y                         | f 8 52                | 6 13                   | 8 54                   | 1 31                   |  |    | s 10 20                 |                  |
|                         | 7.49                                | P... STANHOPE.....                                    | f 9 03                | 6 28                   | 9 18 <sup>68</sup>     | 1 42                   |  |    | f 10 45                 |                  |
|                         | 5.57                                | D... MALTA BEND.....                                  | s 9 12                | 6 40                   | 9 28                   | 1 52                   |  |    | s 11 10                 |                  |
|                         | 4.71                                | D... GRAND PASS.....                                  | s 9 21                | 6 50                   | 9 38                   | 2 10 <sup>66</sup>     |  |    | s 11 43AM <sup>72</sup> |                  |
|                         | 4.63                                | CS... WAVERLY.....                                    | s 9 30                | 6 59                   | 9 49                   | 2 19                   |  |    | s 12 05PM               |                  |
|                         | 6.09                                | P... HODGE.....                                       | s 9 39                | 7 10                   | 10 04                  | 2 30                   |  |    | s 12 30                 |                  |
|                         | 4.62                                | D... DOVER.....                                       | s 9 45                | 7 18                   | 10 15                  | 2 38                   |  |    | s 12 45                 |                  |
|                         | 3.43                                | P... NORTHRUP.....                                    | f 9 52                | 7 25                   | 10 25                  | 2 45 <sup>94</sup>     |  |    | f 1 00                  |                  |
|                         | 8.97                                | MO JUNCTION.....                                      | 10 02                 | 7 40                   | 10 40                  | 2 55                   |  |    | 1 40 <sup>62</sup>      |                  |
|                         | 1.95                                | CS... MYRICK...\$WCY                                  | s 10 15               | 7 55                   | 10 45                  | 3 05                   |  |    | s 2 10PM                | 6 15PM           |
|                         | 1.85                                | CS... KC JUNCTION.....                                | 10 20                 | 8 01                   | 10 50                  | 3 10                   |  |    |                         | 6 20             |
|                         | 3.96                                | D... WELLINGTON.....                                  | s 10 27 <sup>72</sup> | 8 15                   | 10 58                  | 3 18                   |  |    | f 6 39                  | 38               |
|                         | 4.59                                | D... NAPOLEON.....                                    | s 10 34               | 8 29                   | 11 10                  | 3 27                   |  |    | f 7 10                  |                  |
|                         | 3.53                                | P... LEVASY.....                                      | s 10 40               | 8 40                   | 11 17 <sup>96</sup>    | 3 33                   |  |    | f 7 36                  | 68               |
|                         | 3.62                                | D... BUCKNER.....                                     | s 10 47               | 8 53                   | 11 25                  | 3 38                   |  |    | f 7 58                  |                  |
|                         | 3.16                                | P... LAKE CITY JUNCTION.....                          | 10 55                 | 9 05                   | 11 32                  | 3 45                   |  |    | 8 14                    |                  |
|                         | 0.38                                | D... LAKE CITY.....                                   | f 10 56               | 9 06                   | 11 33                  | 3 46                   |  |    | f 8 15                  |                  |
|                         | 0.72                                | P... BRANCH CROSS OVER.....                           | 10 57                 | 9 07                   | 11 35                  | 3 47                   |  |    | 8 19                    |                  |
|                         | 4.86                                | P... B JUNCTION.....                                  | 11 05                 | 9 20                   | 11 50PM                | 3 59                   |  |    | 8 36                    |                  |
|                         | 1.95                                | CS... ETON A.T.&S.F.Jet.)                             | 11 10                 | 9 25                   | 1 25AM                 | 4 03                   |  |    | 9 00                    |                  |
|                         | 7.61                                | CS... CONGO.....                                      | 11 20                 | 11 00                  | 1 45                   | 4 30                   |  |    | 9 14                    |                  |
|                         | 1.40                                | CS... ROCK CREEK JCT.....                             | 11 25                 | 11 03                  | 1 50                   | 4 33                   |  |    | 9 17                    |                  |
|                         | .75                                 | CS... KCSW JUNCTION.....                              |                       |                        |                        |                        |  |    |                         |                  |
|                         | 0.82                                | CS... EAST YARD...\$CTWY                              |                       | 11 30AM                | 2 30AM                 | 5 00AM                 |  |    | 9 30PM                  |                  |
|                         |                                     | CS... KANSAS CITY UNION STATION.....                  | 11 59AM               |                        |                        |                        |  |    |                         |                  |
|                         | 161.43                              |                                                       | Daily                 | Daily                  | Daily                  | Daily                  |  |    | Daily Ex. Sunday        | Daily Ex. Sunday |

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

TRAINS EASTWARD—ETON TO COLE JUNCTION

TIME TABLE  
No. 44  
Taking Effect  
JUNE 5, 1932

Station Numbers  
Miles from  
Kansas City

| STATIONS           |         | FIRST CLASS        |        | SECOND CLASS       |        | THIRD CLASS        |                  |
|--------------------|---------|--------------------|--------|--------------------|--------|--------------------|------------------|
| Local Passenger    | Daily   | Red Ball Freight   | Daily  | Red Ball Freight   | Daily  | Local Freight      | Daily Ex. Sunday |
| 38                 | 10 48PM | 66                 | 5 00AM | 72                 | 2 30PM | 94                 | 10 15AM          |
| COLE JUNCTION      |         | RIVER JUNCTION     |        | RIVER JUNCTION     |        | RIVER JUNCTION     |                  |
| MCKINNEY           |         | MCKINNEY           |        | MCKINNEY           |        | MCKINNEY           |                  |
| MARION             |         | MARION             |        | MARION             |        | MARION             |                  |
| SANDY HOOK         |         | SANDY HOOK         |        | SANDY HOOK         |        | SANDY HOOK         |                  |
| LIPUS              |         | LIPUS              |        | LIPUS              |        | LIPUS              |                  |
| WOOLDRIDGE         |         | WOOLDRIDGE         |        | WOOLDRIDGE         |        | WOOLDRIDGE         |                  |
| OVERTON            |         | OVERTON            |        | OVERTON            |        | OVERTON            |                  |
| MERRIN             |         | MERRIN             |        | MERRIN             |        | MERRIN             |                  |
| BOONVILLE          |         | BOONVILLE          |        | BOONVILLE          |        | BOONVILLE          |                  |
| HR SIDING          |         | HR SIDING          |        | HR SIDING          |        | HR SIDING          |                  |
| G JUNCTION         |         | G JUNCTION         |        | G JUNCTION         |        | G JUNCTION         |                  |
| RX JUNCTION        |         | RX JUNCTION        |        | RX JUNCTION        |        | RX JUNCTION        |                  |
| BLACKWATER         |         | BLACKWATER         |        | BLACKWATER         |        | BLACKWATER         |                  |
| NELSON             |         | NELSON             |        | NELSON             |        | NELSON             |                  |
| NAPTON             |         | NAPTON             |        | NAPTON             |        | NAPTON             |                  |
| MARSHALL JUNCTION  |         | MARSHALL JUNCTION  |        | MARSHALL JUNCTION  |        | MARSHALL JUNCTION  |                  |
| MARSHALL           |         | MARSHALL           |        | MARSHALL           |        | MARSHALL           |                  |
| MARSHALL JUNCTION  |         | MARSHALL JUNCTION  |        | MARSHALL JUNCTION  |        | MARSHALL JUNCTION  |                  |
| STANHOPE           |         | STANHOPE           |        | STANHOPE           |        | STANHOPE           |                  |
| MALTA BEND         |         | MALTA BEND         |        | MALTA BEND         |        | MALTA BEND         |                  |
| GRAND PASS         |         | GRAND PASS         |        | GRAND PASS         |        | GRAND PASS         |                  |
| WAWERLY            |         | WAWERLY            |        | WAWERLY            |        | WAWERLY            |                  |
| HODGE              |         | HODGE              |        | HODGE              |        | HODGE              |                  |
| DOVER              |         | DOVER              |        | DOVER              |        | DOVER              |                  |
| NORTHRUP           |         | NORTHRUP           |        | NORTHRUP           |        | NORTHRUP           |                  |
| MO JUNCTION        |         | MO JUNCTION        |        | MO JUNCTION        |        | MO JUNCTION        |                  |
| MAYRICK            |         | MAYRICK            |        | MAYRICK            |        | MAYRICK            |                  |
| KO JUNCTION        |         | KO JUNCTION        |        | KO JUNCTION        |        | KO JUNCTION        |                  |
| WELLINGTON         |         | WELLINGTON         |        | WELLINGTON         |        | WELLINGTON         |                  |
| NAPOLLEON          |         | NAPOLLEON          |        | NAPOLLEON          |        | NAPOLLEON          |                  |
| LEWIS              |         | LEWIS              |        | LEWIS              |        | LEWIS              |                  |
| BUCKNER            |         | BUCKNER            |        | BUCKNER            |        | BUCKNER            |                  |
| LAKE CITY JUNCTION |         | LAKE CITY JUNCTION |        | LAKE CITY JUNCTION |        | LAKE CITY JUNCTION |                  |
| LAKE CITY          |         | LAKE CITY          |        | LAKE CITY          |        | LAKE CITY          |                  |
| BRANCH CROSS OVER  |         | BRANCH CROSS OVER  |        | BRANCH CROSS OVER  |        | BRANCH CROSS OVER  |                  |
| H JUNCTION         |         | H JUNCTION         |        | H JUNCTION         |        | H JUNCTION         |                  |
| ETON               |         | ETON               |        | ETON               |        | ETON               |                  |
| CONGO              |         | CONGO              |        | CONGO              |        | CONGO              |                  |
| ROCK OVER JOY      |         | ROCK OVER JOY      |        | ROCK OVER JOY      |        | ROCK OVER JOY      |                  |
| KCSW JUNCTION      |         | KCSW JUNCTION      |        | KCSW JUNCTION      |        | KCSW JUNCTION      |                  |
| EAST YARD          |         | EAST YARD          |        | EAST YARD          |        | EAST YARD          |                  |
| KANSAS CITY        |         | KANSAS CITY        |        | KANSAS CITY        |        | KANSAS CITY        |                  |
| UNION STATION      |         | UNION STATION      |        | UNION STATION      |        | UNION STATION      |                  |

VERSAILLES DISTRICT—BOONVILLE TO VERSAILLES

| TRAINS WESTWARD     |  |  |                     | Miles from<br>St. Louis<br>—<br>Seventh Street | TIME TABLE                    |                                |                     | Station Numbers | Siding Capacity<br>in Cars | TRAINS EASTWARD |                     |  |  |
|---------------------|--|--|---------------------|------------------------------------------------|-------------------------------|--------------------------------|---------------------|-----------------|----------------------------|-----------------|---------------------|--|--|
| SECOND CLASS        |  |  |                     |                                                | No. 44                        |                                |                     |                 |                            | SECOND CLASS    |                     |  |  |
| 651<br>Mixed        |  |  |                     |                                                | Taking Effect<br>JUNE 5, 1932 |                                |                     |                 |                            | 650<br>Mixed    |                     |  |  |
| Daily<br>Ex. Sunday |  |  |                     | STATIONS                                       |                               |                                | Daily<br>Ex. Sunday |                 |                            |                 |                     |  |  |
|                     |  |  | 9 00AM              | 170.83                                         | CS.....                       | BOONVILLE.....                 | \$WY                | G41             | Yd.                        | s               | 4 05PM              |  |  |
|                     |  |  | s 9 15              | 177.18                                         |                               | BILLINGSVILLE.....             |                     | GF6             |                            | s               | 3 40                |  |  |
|                     |  |  | s 9 30              | 181.25                                         |                               | SPEED.....                     |                     | GF10            |                            | s               | 3 25                |  |  |
|                     |  |  | f 9 37              | 182.96                                         |                               | PETERSBURG.....                |                     | GF12            |                            | f               | 3 15                |  |  |
|                     |  |  | s 9 52              | 185.81                                         | D.....                        | BUNCETON.....                  |                     | GF15            |                            | s               | 3 05                |  |  |
|                     |  |  | s 10 01AM           | 188.68                                         |                               | VERMONT.....                   |                     | GF18            |                            | s               | 2 55                |  |  |
|                     |  |  |                     | 195.76                                         |                               | SEDALIA DISTRICT CROSSING..... |                     |                 |                            |                 |                     |  |  |
|                     |  |  | s 12 01PM           | 196.03                                         | N.....                        | TIPTON.....                    | WY                  | 162             |                            | s               | 2 35                |  |  |
|                     |  |  | s 12 16             | 202.18                                         | D.....                        | FORTUNA.....                   |                     | GF31            |                            | s               | 2 00                |  |  |
|                     |  |  | f 12 23             | 204.49                                         |                               | AKINSVILLE.....                |                     | GF34            |                            | f               | 1 50                |  |  |
|                     |  |  | s 12 31             | 208.08                                         |                               | GLENSTED.....                  |                     | GF37            |                            | s               | 1 40                |  |  |
|                     |  |  |                     | 213.77                                         |                               | C. R. I. & P. CROSSING.....    |                     |                 |                            |                 |                     |  |  |
|                     |  |  | s 1 00PM            | 214.04                                         | D.....                        | VERSAILLES.....                | T                   | GF43            |                            |                 | 1 20PM              |  |  |
|                     |  |  | Daily<br>Ex. Sunday |                                                |                               |                                |                     |                 |                            |                 | Daily<br>Ex. Sunday |  |  |
|                     |  |  |                     |                                                |                               |                                | 43.19               |                 |                            |                 |                     |  |  |

BAGNELL DISTRICT—BETWEEN JEFFERSON CITY AND BAGNELL

| TRAINS WESTWARD     |  |  |                     | Miles from<br>St. Louis<br>—<br>Seventh Street | TIME TABLE                    |                             |                     | Station Numbers | Siding Capacity<br>in Cars | TRAINS EASTWARD |                     |  |  |
|---------------------|--|--|---------------------|------------------------------------------------|-------------------------------|-----------------------------|---------------------|-----------------|----------------------------|-----------------|---------------------|--|--|
| SECOND CLASS        |  |  |                     |                                                | No. 44                        |                             |                     |                 |                            | SECOND CLASS    |                     |  |  |
| 653<br>Mixed        |  |  |                     |                                                | Taking Effect<br>JUNE 5, 1932 |                             |                     |                 |                            | 654<br>Mixed    |                     |  |  |
| Daily<br>Ex. Sunday |  |  |                     | STATIONS                                       |                               |                             | Daily<br>Ex. Sunday |                 |                            |                 |                     |  |  |
|                     |  |  | 5 30AM              | 125.33                                         | N.....                        | JEFFERSON CITY.             | \$WCTY              | 125             | Yd.                        | s               | 12 05PM             |  |  |
|                     |  |  | f 6 00              | 133.10                                         |                               | SCRUGGS.....                |                     | GA8             | 5                          | f               | 11 40AM             |  |  |
|                     |  |  | s 6 20              | 138.06                                         |                               | LOHMAN.....                 |                     | GA13            | 47                         | s               | 11 25               |  |  |
|                     |  |  | s 6 45              | 144.40                                         | D.....                        | RUSSELLVILLE.....           |                     | GA19            | 22                         | s               | 11 05               |  |  |
|                     |  |  | s 7 02              | 149.24                                         |                               | ENON.....                   | W                   | GA24            |                            | s               | 10 44               |  |  |
|                     |  |  | s 7 17              | 152.27                                         | D.....                        | OLEAN.....                  |                     | GA28            | 44                         | s               | 10 30               |  |  |
|                     |  |  | s 7 45              | 158.65                                         | D.....                        | ELDON.....                  |                     | 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                |  |  |
|                     |  |  | s 8 40AM            | 170.64                                         | D.....                        | BAGNELL.....                | WT                  | GA45            | Yd.                        |                 | 9 10AM              |  |  |
|                     |  |  | Daily<br>Ex. Sunday |                                                |                               |                             |                     |                 |                            |                 | Daily<br>Ex. Sunday |  |  |
|                     |  |  |                     |                                                |                               |                             | 45.31               |                 |                            |                 |                     |  |  |

INDEPENDENCE DISTRICT—BETWEEN LAKE CITY JCT. AND INDEPENDENCE

| TRAINS WESTWARD               |  |  |  | Miles from<br>St. Louis<br>—<br>Seventh Street | TIME TABLE |                         |       | Station Numbers | Siding Capacity<br>in Cars | TRAINS EASTWARD |  |  |  |
|-------------------------------|--|--|--|------------------------------------------------|------------|-------------------------|-------|-----------------|----------------------------|-----------------|--|--|--|
| SECOND CLASS                  |  |  |  |                                                | No. 44     |                         |       |                 |                            | SECOND CLASS    |  |  |  |
| Taking Effect<br>JUNE 5, 1932 |  |  |  |                                                | STATIONS   |                         |       |                 |                            |                 |  |  |  |
|                               |  |  |  | 268.34                                         |            | LAKE CITY JUNCTION..... |       |                 |                            |                 |  |  |  |
|                               |  |  |  | 268.69                                         | D.....     | LAKE CITY.....          | W     | G139            |                            |                 |  |  |  |
|                               |  |  |  | 269.41                                         |            | BRANCH CROSS-OVER.....  |       |                 |                            |                 |  |  |  |
|                               |  |  |  | 273.90                                         |            | ADAMS.....              |       | GC4             |                            |                 |  |  |  |
|                               |  |  |  | 276.54                                         |            | PIXLEY.....             | \$    | GC6A            |                            |                 |  |  |  |
|                               |  |  |  | 278.27                                         |            | LIBERTY STREET.....     |       | GC9             |                            |                 |  |  |  |
|                               |  |  |  | 279.10                                         | CS.....    | INDEPENDENCE.....       | W     | 273             |                            |                 |  |  |  |
|                               |  |  |  |                                                |            |                         |       |                 |                            |                 |  |  |  |
|                               |  |  |  |                                                |            |                         | 10.76 |                 |                            |                 |  |  |  |

Mileage from St. Louis, shown above, is mileage shown on telegraph poles, and is not actual.  
Eastern Division (44)

**LEXINGTON DISTRICT—BETWEEN SEDALIA AND MYRICK**

| TRAINS WESTWARD |             |         | TRAINS EASTWARD |             |         | STATIONS      |            |             | Station Numbers | Sliding Capacity In Cars | No. 44<br>Taking Effect<br>JUNE 5, 1932 | Miles from St. Louis—Seventh Street |
|-----------------|-------------|---------|-----------------|-------------|---------|---------------|------------|-------------|-----------------|--------------------------|-----------------------------------------|-------------------------------------|
| SECOND CLASS    | FIRST CLASS | Mixed   | SECOND CLASS    | FIRST CLASS | Mixed   | Daily         | Ex. Sunday | Sunday Only |                 |                          |                                         |                                     |
| 655             | 645         | 647     | 648             | 646         | 656     | 5 15AM        | 4 30PM     | 7 45AM      | 188.94          | CS                       | SEDALIA                                 | 3.96                                |
| 5 25            | 4 37        | 7 52    | 12 20           | 8 45        | 1 15PM  | GEORGETOWN    | 6.62       | 192.80      | 3.96            | D                        | WY                                      | 3.96                                |
| 5 45            | 4 51        | 8 06    | 12 05PM         | 8 32        | 12 45   | HUGHESVILLE   | 5.61       | 199.52      | 5.61            | D                        | LA 3                                    | 5.61                                |
| 6 05            | 5 01        | 8 20    | 11 52AM         | 8 19        | 12 30   | HOUSTONIA     | 6.51       | 205.13      | 6.51            | D                        | LA 10                                   | 6.51                                |
| 6 30            | 5 14        | 8 35    | 11 37           | 8 06        | 12 15PM | SWEET SPRINGS | 4.23       | 211.64      | 4.23            | D                        | LA 16                                   | 4.23                                |
| 6 45            | 5 23        | 8 45    | 11 28           | 7 56        | 11 59AM | EMMA          | 4.05       | 215.87      | 4.05            | W                        | LA 26                                   | 4.05                                |
| 7 10            | 5 33        | 8 55    | 11 20           | 7 47        | 11 40   | CONCORDIA     | 7.20       | 219.92      | 7.20            | D                        | LA 30                                   | 7.20                                |
| 7 35            | 5 49        | 9 10    | 11 05           | 7 35        | 11 20   | AULTVILLE     | 4.78       | 227.12      | 4.78            | D                        | LA 38                                   | 4.78                                |
| 7 55            | 6 00        | 9 20    | 10 55           | 7 24        | 11 07   | HIGGINSVILLE  | 1.71       | 231.90      | 1.71            | D                        | LA 42                                   | 1.71                                |
| 8 02            | 6 07        | 9 26    | 10 47           | 7 16        | 10 59   | PAGE CITY     | 1.99       | 235.60      | 1.99            | D                        | LA 44                                   | 1.99                                |
| 8 10            | 6 13        | 9 33    | 10 40           | 7 09        | 10 52   | TABO          | 3.10       | 238.70      | 3.10            | D                        | LA 46                                   | 3.10                                |
| 8 15            | 6 17        | 9 37    | 10 35           | 7 05        | 10 48   | ARGONNE       | 1.87       | 240.57      | 1.87            | D                        | LA 49                                   | 1.87                                |
| 8 25            | 6 27        | 9 47    | 10 27           | 6 58        | 10 40   | LEXINGTON     | 3.82       | 244.39      | 3.82            | D                        | LA 55                                   | 3.82                                |
| 8 28            | 6 37        | 9 55    | 10 20AM         | 6 55PM      | 10 35AM | MYRICK        | 1.86       | 246.15      | 1.86            | CS                       | LA 55                                   | 1.86                                |
| 9 00AM          | 6 40PM      | 10 00AM | 9 25AM          | 10 00AM     | 10 35AM | WARSAW        | 41.61      | 230.55      | 41.61           | D                        | LA 42                                   | 41.61                               |

**WARSAW DISTRICT—BETWEEN SEDALIA AND WARSAW**

| TRAINS WESTWARD |             |        | TRAINS EASTWARD |             |        | STATIONS    |            |             | Station Numbers | Sliding Capacity In Cars | No. 44<br>Taking Effect<br>JUNE 5, 1932 | Miles from St. Louis—Seventh Street |
|-----------------|-------------|--------|-----------------|-------------|--------|-------------|------------|-------------|-----------------|--------------------------|-----------------------------------------|-------------------------------------|
| SECOND CLASS    | FIRST CLASS | Mixed  | SECOND CLASS    | FIRST CLASS | Mixed  | Daily       | Ex. Sunday | Sunday Only |                 |                          |                                         |                                     |
| 657             | 643         | 643    | 644             | 644         | 658    | 6 00AM      | 7 00AM     | 188.94      | CS              | SEDALIA                  | 0.71                                    |                                     |
| 6 25            | 7 17        | 195.11 | 10 50           | 12 27       | 1 00PM | VALDA       | 5.47       | 189.64      | 0.71            | CS                       | WCTY                                    | 0.71                                |
| 6 40            | 7 26        | 198.52 | 10 43           | 12 16PM     | 1 15PM | SPRING FORK | 3.41       | 198.52      | 3.41            | D                        | LB 6                                    | 3.41                                |
| 6 55            | 7 37        | 202.63 | 10 35           | 11 59AM     | 1 30PM | MORA        | 4.11       | 202.63      | 4.11            | D                        | LB 10                                   | 4.11                                |
| 7 20            | 7 53        | 207.69 | 10 20           | 11 35       | 1 35   | COLE CAMP   | 6.04       | 207.69      | 6.04            | D                        | LB 19                                   | 6.04                                |
| 7 45            | 8 08        | 213.73 | 10 05           | 11 10       | 1 35   | TAHOMA      | 4.14       | 213.73      | 4.14            | D                        | LB 25                                   | 4.14                                |
| 8 05            | 8 22        | 217.96 | 9 58            | 10 50       | 1 35   | LINCOLN     | 6.09       | 217.96      | 6.09            | D                        | LB 29                                   | 6.09                                |
| 8 28            | 8 37        | 223.96 | 9 40            | 10 28       | 1 35   | SCHUYLER    | 6.59       | 223.96      | 6.59            | D                        | LB 35                                   | 6.59                                |
| 9 00AM          | 9 00AM      | 230.55 | 9 25AM          | 10 00AM     | 1 35   | WARSAW      | 41.61      | 230.55      | 41.61           | D                        | LB 42                                   | 41.61                               |

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

**GLENCOE DISTRICT—BETWEEN J. B. JUNCTION AND R. K. JUNCTION**

| TRAINS WESTWARD |             |                 | TRAINS EASTWARD |             |                 | STATIONS    |            |             | Station Numbers | Sliding Capacity In Cars | No. 44<br>Taking Effect<br>JUNE 5, 1932 | Miles from St. Louis—Seventh Street |
|-----------------|-------------|-----------------|-----------------|-------------|-----------------|-------------|------------|-------------|-----------------|--------------------------|-----------------------------------------|-------------------------------------|
| SECOND CLASS    | FIRST CLASS | Local Passenger | SECOND CLASS    | FIRST CLASS | Local Passenger | Daily       | Ex. Sunday | Sunday Only |                 |                          |                                         |                                     |
| 35              | 33          | 33              | 32              | 32          | 34              | 6 28PM      | 9 12AM     | 24.08       | P               | JB JUNCTION              | 1.70                                    |                                     |
| 6 30            | 9 15        | 25.78           | 6 54            | 11 28       | 11 33AM         | YBATTMAN    | 0.73       | 25.78       | 1.70            | P                        | Y                                       | 0.73                                |
| 6 32            | 9 18        | 26.51           | 6 52            | 11 27       | 11 33AM         | GLENCOE     | 3.19       | 26.51       | 3.19            | P                        | *                                       | 3.19                                |
| 6 37PM          | 9 23AM      | 29.70           | 6 48AM          | 11 22AM     | 11 33AM         | RK JUNCTION | 5.62       | 29.70       | 5.62            | P                        |                                         | 5.62                                |

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

- Lexington District No. 655 is superior to No. 656.**
- Lexington District No. 645 is superior to No. 646.**
- Lexington District No. 647 is superior to No. 648.**
- Versailles District No. 651 is superior to No. 650.**
- Bagnell District No. 653 is superior to No. 654.**
- Warsaw District No. 643 is superior to No. 644.**
- Warsaw District No. 657 is superior to No. 658.**

Between Jefferson City and HD Extra trains will run with the current of traffic without train order authority.

Westward Second, Third Class and Extra Trains may move HD to Washington ahead of first class trains.

**INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS ON THE GLENCOE DISTRICT:**

First class trains will move as per time table, transportation rules, and special instructions, and will not require clearance card, Form C, at JB Junction, or RK Junction.

For the operation of other than first class trains between JB Junction and RK Junction via Glencoe the following will govern:

A. The main track between JB Junction and RK Junction via Glencoe is hereby designated as a block.

B. Movements within the block will be handled by the train dispatcher at Jefferson City, and all trains moving on Glencoe District, except first class trains scheduled via Glencoe shall obtain permission to do so from train dispatcher.

Clearance card, Form C, authorized by the train dispatcher will be authority to move into the block. Rule 97 will not apply.

C. To get permission to use the block, the conductor will call the train dispatcher by telephone, inform him as to the movement desired, and the length of time required for any stop, or stops that are to be made, after which the train dispatcher will issue such instructions as may be required, which are to be repeated by the conductor, and when OK to proceed the train dispatcher will reply "OK" giving the time and his initials. The conductor will then fill out clearance card Form C in duplicate, delivering one copy to the engineman, after which movement may be made into the block, being governed by Transportation rules and special instructions.

Conductors will when their train is in clear of the Block, notify the train dispatcher giving the time, and his name, stating that the block will not be again occupied without permission.

D. When a train has reported clear of the block at any point, the block will not again be occupied without permission.

E. These instructions do not confer any right whatever as against first class trains.

F. When a check of trains as required by Rule 83 is made at JB Junction and RK Junction, Form 4562 will be used on which to insert information from Train Dispatcher.

**2. MAXIMUM SPEED:**

|                                               | Passenger Trains | Freight Trains |
|-----------------------------------------------|------------------|----------------|
| St. Louis District.....                       | 60               | 45             |
| Sedalia and Glencoe Districts.....            | 60               | 40             |
| River District:                               |                  |                |
| Between Cole Junction and Dover.....          | 50               | 40             |
| "    Dover and Napoleon.....                  | 45               | 40             |
| "    Napoleon and Eton.....                   | 50               | 40             |
| Lexington District.....                       | 35               | 25             |
| Independence District.....                    | 30               | 20             |
| Bagnell, Versailles and Warsaw Districts..... | 25               | 20             |

**3. SPEED RESTRICTIONS:**

Passenger trains will use—

- 7 minutes Elm Park to Little Blue.
- 8 minutes Lees Summit to Little Blue.
- 5 minutes Independence to Rock Creek Jct.
- 9 minutes Syracuse to Otterville.
- 7 minutes Smithton to Otterville.
- 10 minutes Centertown to Scott.

Freight trains will use—

- 9 minutes Lees Summit to Little Blue.
- 9 minutes Elm Park to Little Blue.
- 8 minutes Independence to Rock Creek Jct.
- 9 minutes Smithton to Otterville.
- 12 minutes Syracuse to Otterville.
- 13 minutes Centertown 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 117.02..... | 30 | 15 |
| Jefferson City: Passing coal chutes.....               | 30 | 30 |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Passenger Trains | Freight Trains |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------|
| Jefferson City: Electric car line crossing, Main street, when line is clear.....                                                                                                                                                                                                                                                                                                                                                                                                                                   | 10               | 10             |
| California: City limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 30               | 30             |
| Tipton: City limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 30               | 30             |
| Sedalia: City limits, M K T Crossing to Grand Avenue.....                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 30               | 30             |
| Sedalia: (Warsaw District) Between Main line Junction and 5th St.....                                                                                                                                                                                                                                                                                                                                                                                                                                              | 5                | 5              |
| Warrensburg: City limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 30               | 30             |
| Holden: City limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 30               | 30             |
| Lee's Summit: City limits.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 30               | 30             |
| Marshall Jct.: Between Marshall Junction and Marshall.....                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 20               | 15             |
| Woolridge: Between Switches on Siding.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 30               | 30             |
| Malta Bend: Between Switches on Siding.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 30               | 30             |
| Versailles District: 10 miles an hour and do not work steam while passing over bridge 2-MP-176 pole 27.                                                                                                                                                                                                                                                                                                                                                                                                            |                  |                |
| Independence District: Liberty Street to Pixley.....                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 20               | 12             |
| Marshall: All trains reduce speed to five miles per hour passing over first three street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103)                                                                                                                                                                                                        |                  |                |
| City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.                                                                                                                                                                                                                                                                |                  |                |
| Engines 1701 to 1714, inclusive.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 30               | 30             |
| Engines 1715 to 1728 and 1901 to 1925, inclusive.....                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 40               | 40             |
| Passenger trains handled by freight engines must not exceed maximum speed of freight trains.                                                                                                                                                                                                                                                                                                                                                                                                                       |                  |                |
| Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.                                                                                                                                                                                                                                                                                                                                                                                   |                  |                |
| Motor Cars:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                  |                |
| (a) Gas-electric passenger motor cars (including such Sykes type cars as have been converted into gas-electric).....                                                                                                                                                                                                                                                                                                                                                                                               | 50               | ..             |
| (b) Brill Model 55, passenger motor cars, and Sykes type cars (Sykes cars that have not been converted into gas-electric cars).....                                                                                                                                                                                                                                                                                                                                                                                | 40               | ..             |
| Where maximum speed permitted for passenger trains is less, motor cars will observe such restrictions.                                                                                                                                                                                                                                                                                                                                                                                                             |                  |                |
| Train handling:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                  |                |
| Pile driver (self-propelling).....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 25               | 25             |
| Locomotive ditchers (MCB Trucks).....                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 25               | 25             |
| Steam shovels.....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 25               | 25             |
| Bridge erection derrick cars (non revolving).....                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 30               | 30             |
| Bridge erection derrick cars must be coupled to flat car and support provided for boom, which must be chained to car stake irons with sufficient play to allow for six inch lateral movement. Boom support must be provided with sliding shoe for this lateral movement. Drawbar release rods must be disconnected between convoy and derrick car. Boom need not be disconnected. Bridge erection derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying machine. |                  |                |
| Bridge erection derricks—Pile driver (combination)....                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 25               | 25             |
| Combination pile driver—bridge erection derrick may be shipped either as a crane or a pile driver. When shipped as a crane, its movement must be governed by the same regulations as apply to steam wrecking cranes. When shipped as a pile driver, regulations governing its movement must be the same as for self-propelling pile driver.                                                                                                                                                                        |                  |                |
| American ditchers (self-propelling).....                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 20               | 20             |
| Self-propelling American ditchers must be coupled to flat car and a support erected on flat car to support the boom when boom extends 30 feet or less beyond end sill of ditcher; when boom extends more than 30 feet it must be detached from rotating portion in accordance with loading rule 306, Mechanical Division ARA.                                                                                                                                                                                      |                  |                |

SPECIAL INSTRUCTIONS

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 N).

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

8. BLANK: St. Louis, Sedalia and River Districts—Any engine Bagnell, Lexington and Independence Districts—110 tons or less.

9. TOTAL WEIGHT OF ENGINES TO BE USED: Sedalia, Lexington and River Districts—Any engine Bagnell, Lexington and Independence Districts—110 tons or less.

10. RAILROAD CROSSINGS AT GRADE: Mile Other Gated Senior Line Not Gated

11. YARD LIMITS: Kirkwood 14, Pacific 33, Washington 50, Jefferson City (St. Louis Dist.) 123, Sedalia Dist. 128, Bagnell Dist. 125, Trip-ton (Sedalia Dist.) 161, Versailles Dist. 196, Sedalia (Sedalia Dist.) 188, Lexington Dist. 188, Warsaw Dist. 217, Pleasant Hill 247, Independence Dist. 274.

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

Trains will make stop at Mo. Pac. K. C. S. crossing (near Troost Ave.), at Mo. Pac. S. I. S. F. crossing, Santa Fe 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 if safe to proceed.

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

American ditchers (loaded on flat cars) 20

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

Scale test cars (MCB trucks or four-wheel rigid trucks) 35

Locomotive (clam shell) cranes (MCB trucks) 20

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

Steam (wrecking) cranes 25

Pile drivers (non self-propelling) 25

Jordan spreaders and ditchers 25

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

Wooden (wrecking) derrick cars 25

speed allowed for freight trains. Locomotive drivers will be blocked only in extreme emergency.

(20) miles per hour; no restriction when necessary to block other drivers.

Dead engines with side rods in position main rods disconnected, 25 miles per hour; except 1700 and 1900 class Engines, 15 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 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 be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

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

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

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

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT AND MISISSIBLE SPEED RESTRICTIONS; LOCATION OF TRACK AND SPEED RESTRICTIONS AND RESUME SPEED SIGNS:

Table with columns: Permissible Speed in Miles per hour, Direction (Eastward, Westward), From, To, Mile Post, Pole.

Table for Sedalia District: Permissible Speed in Miles per hour, Direction, From, To, Mile Post, Pole.

Table for Sedalia District: Permissible Speed in Miles per hour, Direction, From, To, Mile Post, Pole.

6. 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.

9. TRAIN REGISTERS: Trains not scheduled to stop at register stations, may register by register ticket and omit checking train registers, except when



SPECIAL INSTRUCTIONS

|                                   | From      |      | To        |      |
|-----------------------------------|-----------|------|-----------|------|
|                                   | Mile Post | Pole | Mile Post | Pole |
| 11. <b>YARD LIMITS: Continued</b> |           |      |           |      |
| 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                          | 202       | 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    |
| Higginville                       | 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                     | Miles from St. Louis | Train Nos. |     |     |     |     |     |    |    |    |    |
|-----------------------------|----------------------|------------|-----|-----|-----|-----|-----|----|----|----|----|
|                             |                      | 32         | 33  | 34  | 35  | 36  | 37  | 38 | 39 | 40 | 41 |
| <b>St. Louis District:</b>  |                      |            |     |     |     |     |     |    |    |    |    |
| Louisa Heights              | 14.65                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Bach Road                   | 15.23                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Osage Hills                 | 15.79                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Lake Hill                   | 18.18                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Ridge Farm                  | 20.20                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Union Electric              | 20.76                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Fern Glen                   | 21.01                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Mountain Ridge              | 21.40                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Lincoln Beach               | 21.85                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Castlewood                  | 22.28                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Cedar Bluff                 | 22.74                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Boyd                        | 23.40                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Dozier                      | 32.20                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| South Point                 | 49.43                | 33         | 34  |     |     |     |     |    |    |    |    |
| Bergfried Farm              | 88.01                | 90         | 91  |     |     |     |     |    |    |    |    |
| Isbell                      | 109.30               | 14         | 19  | 90  | 91  |     |     |    |    |    |    |
| Algoa Farms                 | 118.55               | 90         | 91  |     |     |     |     |    |    |    |    |
| Algoa                       | 120.38               | 90         | 91  |     |     |     |     |    |    |    |    |
| <b>Glencoe District:</b>    |                      |            |     |     |     |     |     |    |    |    |    |
| Riovale                     | 24.35                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Palisades                   | 24.87                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| Acacia                      | 27.96                | 32         | 33  | 34  | 35  |     |     |    |    |    |    |
| <b>Sedalia District:</b>    |                      |            |     |     |     |     |     |    |    |    |    |
| Byberry                     | 171.55               | 50         | 51  |     |     |     |     |    |    |    |    |
| <b>River District:</b>      |                      |            |     |     |     |     |     |    |    |    |    |
| Arve Spur                   | 148.38               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| Lamine                      | 179.53               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| Wilton Springs              | 197.69               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| Marshall Country Club       | 199.96               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| Blosser                     | 211.08               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| White                       | 222.58               | 37         | 38  | 94  | 95  |     |     |    |    |    |    |
| Waterloo                    | 256.20               | 37         | 38  | 96  | 97  |     |     |    |    |    |    |
| Midas                       | 263.03               | 37         | 38  | 96  | 97  |     |     |    |    |    |    |
| Ripley                      | 272.60               | 37         | 38  |     |     |     |     |    |    |    |    |
| Cobbler                     | 274.27               | 37         | 38  |     |     |     |     |    |    |    |    |
| <b>Bagnell District:</b>    |                      |            |     |     |     |     |     |    |    |    |    |
| Country Club                | 131.25               | 653        | 654 |     |     |     |     |    |    |    |    |
| Plummers                    | 135.31               | 653        | 654 |     |     |     |     |    |    |    |    |
| Enon Tank                   | 150.00               | 653        | 654 |     |     |     |     |    |    |    |    |
| <b>Versailles District:</b> |                      |            |     |     |     |     |     |    |    |    |    |
| Saturn Spur                 | 173.65               | 650        | 651 |     |     |     |     |    |    |    |    |
| Joetown                     | 179.63               | 650        | 651 |     |     |     |     |    |    |    |    |
| Hirst                       | 192.88               | 650        | 651 |     |     |     |     |    |    |    |    |
| <b>Warsaw District:</b>     |                      |            |     |     |     |     |     |    |    |    |    |
| Pettis                      | 193.65               | 644        | 643 | 657 | 658 |     |     |    |    |    |    |
| <b>Lexington District:</b>  |                      |            |     |     |     |     |     |    |    |    |    |
| Kraft                       | 196.55               | 645        | 646 | 647 | 648 | 655 | 656 |    |    |    |    |
| Mulkey                      | 223.45               | 645        | 646 | 647 | 648 | 655 | 656 |    |    |    |    |

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 Woodridge: Sidings are provided with spring switches and signals for right hand running. All trains use right hand track.

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.

REMOTE CONTROLLED SWITCHES:

| Location     | Type of Switch                     | Operated from      |
|--------------|------------------------------------|--------------------|
| 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 trains.

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

BETWEEN INDEPENDENCE AND ROCK CREEK JUNCTION:

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

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

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

17. CENTRALIZED CONTROLLED SIGNAL SYSTEM:

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

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

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

**TO MOVE A TRAIN FROM CENTRALIZED CONTROL SIGNAL SYSTEM TERRITORY.**

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 letter "S" illuminated, authorizes the opening of the hand operated switch and movement of train off of centralized control signal territory.

**TO MOVE A TRAIN ONTO A TRACK WITHIN CENTRALIZED CONTROL SIGNAL SYSTEM TERRITORY OR FROM ONE TRACK TO ANOTHER WITHIN CENTRALIZED CONTROL SIGNAL SYSTEM TERRITORY:**

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 authorizes only the opening of the hand operated switch. After switch has been opened, movement of train out of the track will be governed by signal indication.

REMOTE CONTROLLED AND HAND OPERATED SWITCHES:

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

Two No. 20 crossovers at HD.  
Two No. 20 crossovers at K Tower.  
Two No. 20 crossovers at BY.  
Two No. 20 crossovers at PA.  
One No. 20 turnout at LH Junction.  
The No. 20 turnout switch at HI is remote controlled and operated by the Signalman at Kirkwood. See Rules 601-A to 601 G, inclusive.

All other main track switches within this territory are hand operated and must not be used without permission from the signalman at K Tower, except that with an understanding between conductor and signalman, conductor may leave a portion of train on main track and operate a hand throw switch leading to a track that is off of Centralized Signal Control territory to set out, pick up or do switching.

This does not authorize the operation of a hand throw switch to a 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 operation of the switch by hand. To operate a remote control switch by hand, trainman must secure permission from the Signalman at K Tower; when permission, including time and working limits, is granted, switch may be operated as follows:

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

If additional time is needed, permission must be secured from the Signalman at K Tower before the time limit has expired. When the time limit has expired, operate and lock selector lever in position marked "POWER" and report to the Signalman at K Tower the location of train and next movement desired. When selector lever on dual control mechanism is placed in the "HAND" position, all signals governing movements over the switch will indicate "STOP."

Under these conditions, the train authorized to use the switch may consider the indication of these signals suspended and may make movements over the switch as necessary during the time selector lever is in "HAND" position.

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

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

20. KANSAS CITY TERMINAL:

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

Via Westward Hdgewater main track—two short sounds—one long sound.

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

Via Incline—one long sound, one short sound.

Via main track to East Yard or State Line Yard—four short sounds.

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

Second and third class and extra trains may run ahead of overdue first class trains, but must keep advised of and avoid delay to such trains. Eastern Division Sedalia District trains will operate East Yard to Rock Creek Junction by signal indication.

At Mo. Pac. K. C. T. R. Y., Company crossing, Sheffield, trains will make up 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.

19. SPRING SWITCHES:

| Location              | Type of Switch                                                                 | At             | Normal position |
|-----------------------|--------------------------------------------------------------------------------|----------------|-----------------|
| B Junction            | No. 20 East end two main tracks,                                               | Eastward track | Westward track  |
| Malta Bend            | No. 20 Both Ends Siding<br>Mile Post 274.14 to<br>Mile Post 213.14 to          | Westward track | Westward track  |
| RX Junction           | No. 20 West end two main tracks,<br>Mile Post 215.14 to<br>Mile Post 180.26    | Eastward track | Westward track  |
| Q Junction            | No. 20 East end two main tracks,<br>Mile Post 177.23 to<br>Mile Post 154.90 to | Westward track | Westward track  |
| Wooldridge            | No. 20 Both Ends Siding<br>Mile Post 156.70 to<br>Mile Post 130.99             | Westward track | Eastward track  |
| River Junction No. 20 | West end two main tracks,                                                      | Eastward track | Westward track  |

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

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

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

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

18. COLE JUNCTION INTERLOCKING PLANT:

If it becomes necessary for a train to reverse movement, such movement must be made under flag protection to the next "Absolute" signal. If a train or any part of a train, passes an "Absolute" signal and then a reverse movement is made so that train is again in rear of signal, signalman at K Tower must be notified immediately.

Telephones located adjacent to all "Absolute" signals.

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

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

Where the letter "S" appears in pairs, the letter "S" on the left indicates left hand switch, and when on the right, the right hand switch. In yards located where two or more main tracks are operated by signal indication, Rule D-98 does not apply. Yard engines, and second and interior class and extra trains must be clear of all main tracks at the time first class trains are due, as provided by Rule, unless otherwise instructed.

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

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

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

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

There is no signal indication to govern trailing movement through switches.

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

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

**21. ROCK CREEK JUNCTION:**

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

Westward 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 Number | Miles from St. Louis | Capacity |
|-----------------------------|----------------|----------------------|----------|
| <b>St. Louis District:</b>  |                |                      |          |
| Dozier Spur.....            | 34             | 32.20                | 11 Cars  |
| South Point.....            | 52             | 49.43                | 22 "     |
| Dewey Spur.....             | 59             | 58.76                | 2 "      |
| Isbell.....                 | 109            | 109.27               | 9 "      |
| Algoa Farms.....            | 119            | 118.55               | 37 "     |
| Algoa.....                  | 120            | 120.38               | 53 "     |
| <b>Glencoe District:</b>    |                |                      |          |
| Acacia Spur.....            | 28             | 27.96                | 14 "     |
| <b>Sedalia District:</b>    |                |                      |          |
| Shell Spur.....             | 151            | 151.50               | 2 "      |
| Wrightoc Spur.....          | 274A           | 274.41               | 2 "      |
| Petco Spur.....             | 274            | 274.65               | 5 "      |
| <b>River District:</b>      |                |                      |          |
| Efengray Spur.....          | G 2            | 131.35               | 3 "      |
| 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 "      |
| Lamine.....                 | G 50           | 179.53               | 7 "      |
| Esjay Spur.....             | G 56           | 185.42               | 46 "     |
| Golahy Spur.....            | GB 1           | 203.11               | 2 "      |
| 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 "      |
| Carbon Spur.....            | G 104          | 233.74               | 2 "      |
| Waterworks Spur.....        | G 117          | 246.53               | 3 "      |
| Macey Coal Track.....       | G 119          | 248.53               | 14 "     |
| Exchange Spur 305.....      | G 125          | 254.80               | 5 "      |
| Lafayette Coal Spur.....    | G 126          | 255.73               | 4 "      |
| Waterloo Spur.....          | G 127          | 256.20               | 16 "     |
| Midas Spur.....             | G 134          | 263.03               | 4 "      |
| Ripley Spur.....            | G 143          | 272.60               | 3 "      |
| Cobbler.....                | G 146          | 274.27               | 16 "     |
| <b>Versailles District:</b> |                |                      |          |
| Bartles Switch.....         | GF 39          | 209.34               | 6 "      |

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

**CROSS-OVERS ST. LOUIS DISTRICT:**

| Mile Post |        |
|-----------|--------|
| 18.73     |        |
| " "       | 19.88  |
| " "       | 22.91  |
| " "       | 22.92  |
| " "       | 24.07  |
| " "       | 27.77  |
| " "       | 34.49  |
| " "       | 34.92  |
| " "       | 35.01  |
| " "       | 39.80  |
| " "       | 41.63  |
| " "       | 44.85  |
| " "       | 46.56  |
| " "       | 46.57  |
| " "       | 50.95  |
| " "       | 55.30  |
| " "       | 67.49  |
| " "       | 74.63  |
| " "       | 75.50  |
| " "       | 81.19  |
| " "       | 93.21  |
| " "       | 100.40 |
| " "       | 113.33 |
| " "       | 118.95 |
| " "       | 119.00 |
| " "       | 124.13 |
| " "       | 124.42 |
| " "       | 124.59 |
| " "       | 124.92 |
| " "       | 125.17 |
| " "       | 125.51 |
| " "       | 125.62 |
| " "       | 125.96 |
| " "       | 126.06 |
| " "       | 126.39 |
| " "       | 127.12 |

Trailing points  
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**CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS**

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

SPECIAL INSTRUCTIONS

EXPLANATION OF CHARACTERS:

- a—Stop to pick up revenue passengers destined to points where train is scheduled to stop.
- b—Stop to discharge revenue passengers from Kansas City or to receive revenue passengers for points on Joplin and White River Divisions where train is scheduled to stop.
- c—Stop for revenue passengers destined points where train is scheduled to stop beyond Kansas City.
- d—Stop to discharge revenue passengers from St. Louis or Kansas City, and to receive revenue passengers for Kansas City or St. Louis.
- h—Stop to discharge revenue passengers from St. Louis, and pick up revenue passengers for Kansas City or points on Joplin and Wichita 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 beyond.
- p—Stop to pick up revenue passengers for points on Joplin, Wichita and Omaha Divisions and beyond.
- u—Stop for revenue passengers, mail, baggage and express.
- w—Stop Sunday only to discharge mail.
- x—Stop to pick up or discharge revenue passengers to or from Kansas City or beyond.
- y—Stop to pick up revenue passengers, Sunday only.
- z—Stop to discharge revenue passengers from Wichita, Southern Kansas and Joplin Divisions.

TABLE OF SPEEDS

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

LOAD LIMIT (Car and Lading):  
 Bagwell District 210,000 Pounds  
 Versailles District 150,000 " "  
 Warsaw District 150,000 " "

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 TELEPHONE   |
|------------------------------------------------------|---------------------|-----------------------------------------|--------------------------------------------|--------------------------------|-----------------------|
| <b>HOSPITAL</b>                                      | St. Louis, Mo.      | Grand and Shaw Avenues                  | Grand 8040,<br>Main 1000                   |                                |                       |
| *Dr. O. B. Zeinert, Chief Surgeon                    | St. Louis, Mo.      | Grand and Shaw Avenues                  | Grand 8040<br>Main 1000                    | 34 Broadview Drive             | Parkview 0674         |
| Dr. P. F. Vasterling, Consulting Surgeon             | St. Louis, Mo.      | Grand and Shaw Avenues                  | Grand 8040<br>Main 1000                    | 4149 Flora Boulevard           | Grand 3631            |
| Dr. M. C. Starkloff                                  | Carondelet, Mo.     | 7619 South Broadway                     | Riverside 129<br>Laclede 87                | 512 Dover Place                | Riverside 1706        |
| Dr. Frank S. Zeller                                  | Carondelet, Mo.     | 7119 South Broadway                     | Riverside 1389                             | 7204 Pennsylvania Ave.         | Laclede 259J          |
| Dr. Wm. A. Smith                                     | Webster Groves, Mo. | 111 West Lockwood Avenue                | Webster 1271                               | 163 Helfenstein Place          | Webster 75            |
| Dr. F. P. Knabb                                      | Valley Park, Mo.    |                                         | No. 48                                     |                                | No. 41                |
| Dr. Albert Lee McNay                                 | Pacific, Mo.        |                                         | No. 57                                     | Pacific, Mo.                   | No. 124               |
| Dr. H. A. May                                        | Washington, Mo.     | 402 Jefferson Street                    | No. 66                                     | 402 Jefferson Street           | No. 66                |
| Dr. Chas. F. Goodrich                                | New Haven, Mo.      |                                         | No. 2123                                   | New Haven, Mo.                 | No. 3123              |
| Dr. John H. Bachr                                    | Hermann, Mo.        | 213 Schiller Street                     | No. 205                                    | 213 Schiller Street            | No. 205               |
| Dr. Wm. Von McKnelly                                 | Chamais, Mo.        | Peoples Bank Building                   | Main No. 42                                | Chamais, Mo.                   | Main No. 35           |
| Dr. L. F. Cruise                                     | Osage, Mo.          |                                         | Field Line No. 12                          | Osage, Mo.                     | Field Line No. 12     |
| <b>EMERGENCY STATION</b>                             |                     |                                         |                                            |                                |                       |
| *Dr. W. A. Clark, Division Surgeon                   | Jefferson City, Mo. | Central Trust Co. Building              | No. 65                                     | 213 Adams Street               | No. 211               |
| Dr. S. V. Bedford                                    | Jefferson City, Mo. | Central Trust Co. Building              | No. 65                                     | 1504 West Main Street          | 220, Capitol Tel. Co. |
| Dr. John P. Burke, Jr.                               | California, Mo.     | Oak and Smith Streets                   | 265, Capitol Tel. Co.<br>No. 15-2 Rings    | Owens and Versailles           | No. 15                |
| Dr. J. B. Norman                                     | Tipton, Mo.         |                                         | No. 66                                     | Tipton, Mo.                    | No. 66                |
| Dr. E. L. Fogle                                      | Otterville, Mo.     |                                         | No. 24                                     | Otterville, Mo.                | No. 45                |
| *Dr. Chas. B. Trader, Division Surgeon               | Sedalia, Mo.        | 112 West 4th St.                        | No. 333R                                   | 1717 West 3rd St.              | No. 333W              |
| *Dr. David P. Dyer                                   | Sedalia, Mo.        | Third Nat. Bank Bldg.                   | No. 1773                                   | 524 South Grand Avenue         | No. 1140              |
| Dr. W. M. Wheeler, Asst. Surgeon                     | Sedalia, Mo.        | Igenfritz Bldg.                         | No. 1050W                                  | 828 W. 6th St.                 | No. 1050R             |
| Dr. J. E. Porter                                     | Knobnoster, Mo.     |                                         | Home, No. 14                               | Knobnoster, Mo.                | Home No. 14           |
| Dr. H. F. Parker                                     | Warrensburg, Mo.    | 217 1/2 N. Holden Street                | No. 155                                    | 118 W. Gay Street              | No. 60                |
| Dr. S. A. Murray                                     | Holden, Mo.         | 305 Olive                               | Home 63                                    | 105 W. 3rd                     | Home 63               |
| Dr. Carl L. Conrad                                   | Pleasant Hill, Mo.  | Farmers Nat. Bank Bldg.                 | Bell 57                                    | 318 N. Taylor Street           | Bell, No. 107         |
| Dr. J. C. Belcher                                    | Pleasant Hill, Mo.  |                                         | Bell No. 266                               | Pleasant Hill, Mo.             | Bell, No. 59          |
| Dr. Amos H. Baldwin                                  | Pleasant Hill, Mo.  | Jerard Bldg.                            | No. 27                                     | Pleasant Hill, Mo.             | 363                   |
| Dr. A. G. Swaney                                     | Lees Summit, Mo.    | 3 E. 3rd Street                         | Main 106                                   | 200 W. 3rd Street              | Main 111              |
| Dr. John R. Green                                    | Independence, Mo.   | First National Bank                     | Independence 5600                          | 915 South Main                 | Independence 301      |
| <b>HOSPITAL</b>                                      | Kansas City, Mo.    | 2800 Main Street                        | Westport 0463                              |                                |                       |
| *Dr. J. E. Castles                                   | Kansas City, Mo.    | 822 Argyle Bldg.<br>12th and McGee Sts. | H A 5037 & 5038<br>Victor 6100, Station 36 | 5312 Paseo                     | Highland 1746         |
| Dr. C. M. Stemen                                     | Kansas City, Mo.    | 1010 Rialto Bldg.                       | Main 2463                                  | 2836 Prospect Ave.             | Wabash 0777           |
| †Dr. B. A. Poorman                                   | Kansas City, Mo.    | 1010 Rialto Bldg.                       | Main 2463                                  | 2836 Prospect Ave.             | Linwood 0777          |
| Dr. H. N. Lutman                                     | Versailles, Mo.     |                                         | No. 171                                    | Versailles, Mo.                | No. 7                 |
| Dr. R. O. Kelly                                      | Buneton, Mo.        |                                         | No. 4                                      |                                | No. 117               |
| Dr. H. T. Leach                                      | Elston, Mo.         |                                         | No. 14                                     | Elston, Mo.                    | No. 14                |
| Dr. William E. Stone                                 | Boonville, Mo.      | 317 1/2 Main St.                        | No. 78                                     | 301 Chestnut St.               | No. 898               |
| Dr. T. C. Beckett                                    | Boonville, Mo.      | 317 1/2 Main St.                        | No. 78                                     | 721 Main St.                   | No. 442               |
| Dr. Wm. L. Abney                                     | Blackwater, Mo.     |                                         | No. 86                                     | Blackwater, Mo.                | No. 56                |
| Dr. D. F. Manning                                    | Marshall, Mo.       | 52 1/2 Arrow Street                     | Bell No. 274                               | 754 S. Odell Street            | Bell, No. 171         |
| Dr. G. A. Kelling                                    | Waverly, Mo.        |                                         | Waverly 100                                | Waverly, Mo.                   | Waverly 82            |
| Dr. W. A. Bruecklein                                 | Higginsville, Mo.   | N. E. Cor. Russell & Brown Sts.         | No. 160                                    | N.E. Cor. Russell & Brown Sts. | No. 160               |
| Dr. A. Judson Chalkley, Local and Dispensary Surgeon | Lexington, Mo.      | 1110 Main Street                        | No. 9                                      | 1409 South Street              | No. 78                |
| Dr. C. T. Ryland                                     | Lexington, Mo.      | 1922 Main Street                        | No. 82                                     | 1809 Main Street               | No. 135               |
| Dr. E. C. Shelton                                    | Eldon, Mo.          |                                         | Bell 216                                   | Eldon, Mo.                     | Bell 82               |
| Dr. Harry Bay                                        | Cole Camp, Mo.      |                                         | Home and Bell No. 5                        | Cole Camp, Mo.                 | Home and Bell No. 24  |
| Dr. S. O. Stratton                                   | Lincoln, Mo.        |                                         | 4 Farmers Tel. Co.                         | Lincoln, Mo.                   | 44 Benton Tel. Co.    |
| Dr. H. G. Savage                                     | Warsaw, Mo.         |                                         | No. 121                                    | Warsaw, Mo.                    | No. 61                |
| Dr. Clarence H. Parrish                              | Bagnell, Mo.        |                                         | Rural Exchange                             | Bagnell, Mo.                   | Rural Exchange        |

\*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.