

DIVISION OFFICERS

C. F. DOUGHERTY. Superintendent.....Kansas City, Mo.
F. T. MAHONEY...Terminal Superintendent.Kansas City, Mo.
E. H. CAMPBELL...Terminal Trainmaster....Kansas City, Mo.
E. M. BISHOP.....Trainmaster, St. Louis,
Glencoe and Bagnell
Subdivs.....Jefferson City, Mo.
B. W. SMITH.....Trainmaster, River,
Sedalia, Warsaw,
Marshall and Lex-
ington Subdivs.....Jefferson City, Mo.
F. A. ROBERSON...Trainmaster.....Cole, Mo.
E. L. EUSTES.....Trainmaster.....Cole, Mo.
A. K. BOYCE.....Dispatcher.....Cole, Mo.
W. T. BUTLER.....Dispatcher.....Cole, Mo.
E. E. CARTER.....Dispatcher.....Cole, Mo.
A. B. COE.....Dispatcher.....Pacific, Mo.
F. E. FLETCHER...Dispatcher.....Cole, Mo.
H. H. GREEN.....Dispatcher.....Cole, Mo.
E. F. HARRIS.....Dispatcher.....Pacific, Mo.
E. H. SHYRER.....Dispatcher.....Cole, Mo.
C. C. TATUM.....Dispatcher.....Pacific, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIME-TABLE No. 70

Effective 12:01 a. m. Sunday, July 6, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 69, dated May 11, 1941,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED JANUARY 1, 1941.

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

J. DAVIS, General Superintendent.

ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

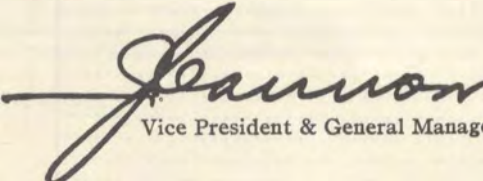
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

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

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

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


Vice President & General Manager.

ARBITRARY HOLDS — PASSENGER TRAINS

| Station | Train Number | Hold for Train | Hold Until | Hold If On Time | Remarks |
|--------------------|--------------------------|--------------------------|--------------|-----------------|---|
| Pleasant Hill..... | East. Div.....16 | Jop. Div.....416 | 4:05 a. m. | 32 Min. | For equipment. |
| " "..... | " ".....205 & 215 | " ".....206 & 232 | Indefinitely | Indefinitely | " " |
| " "..... | Jop. Div. 419, 221 & 231 | East. Div. 19, 210 & 212 | " | " | " " |
| Sedalia..... | Eastern Div.....655 | Eastern Div.....9 | 5:50 a. m. | 40 Min. | For passengers and mail. |
| Kansas City..... | " ".....12 | Central Kan.....12 | 8:30 a. m. | 25 Min. | For equipment. |
| (Union Station) | " ".....12 | A. T. & S. F.....24 | 8:20 a. m. | 15 Min. | When passengers reported. |
| " "..... | " ".....12 | Omaha Div.....112 | 8:20 a. m. | 15 Min. | " " |
| " "..... | " ".....6 | " ".....106 | Indefinitely | Indefinitely | For equipment. |
| " "..... | " ".....212 | Central Kan.....12 | 8:20 a. m. | 30 Min. | When passengers reported. |
| " "..... | " ".....212 | A. T. & S. F.....10&24 | 8:20 a. m. | 30 Min. | " " |
| " "..... | " ".....16 | Central Kan.....16 | 3:00 a. m. | 15 Min. | For connection. When C. K. No. 16 cannot arrive Kansas City by 3:00 a. m. but can arrive Sheffield by 2:40 a. m. sleeper connection will be made at latter point. When connection cannot be made either at Kansas City or Sheffield, stub No. 16 will be operated out of Kansas City on time and delayed C. K. No. 16 will be operated through to St. Louis on arrival for one or more revenue passengers destined St. Louis or beyond. |
| " "..... | " ".....14 | A. T. & S. F.....4 | 4:35 p. m. | 10 Min. | When passengers reported. |
| " "..... | " ".....10 | " ".....22 | 11:40 p. m. | 10 Min. | " " |
| " "..... | " ".....10 | CRI&P.....4 | 11:59 p. m. | 29 Min. | For Los Angeles Sleeper. |
| " "..... | Omaha Div.....119 | Eastern Div.....19 | 1:00 a. m. | 1 Hr. 1 Min. | For connection. |
| " "..... | " ".....109 | " ".....9 | 8:30 a. m. | 15 Min. | When passengers reported. |
| " "..... | " ".....105 | " ".....5 | Indefinitely | Indefinitely | For equipment. |
| " "..... | " ".....105 | " ".....205 | 2:20 p. m. | 15 Min. | When passengers reported. |
| " "..... | Central Kan.....11 | Eastern Div.....11 | Indefinitely | Indefinitely | For equipment. |
| " "..... | " ".....15 | " ".....15 | " | " | " " |
| " "..... | " ".....117 | " ".....15 & 215 | 10:20 p. m. | 30 min. | When passengers reported. |
| " "..... | " ".....125 | " ".....9 | 8:15 a. m. | 15 Min | For passengers and mail. |

- s**—Regular stop. **EXPLANATION OF STOPS:**
f—Stop on signal for passengers, mail, baggage and express.
a—Stop to pick up revenue passengers destined to point where train is scheduled to stop.
b—Stop to discharge revenue passengers from Joplin and Wichita Divisions.
d—Stops to receive revenue passengers for points east of Pleasant Hill where train is scheduled to stop.
k—Stop to pick up revenue passengers destined Kansas City and beyond; and to discharge revenue passengers.
m—Stop to discharge revenue passengers.
n—Stop to discharge revenue passengers from St. Louis Union Station and Tower Grove.
w—Stop to discharge revenue passengers from points beyond Jefferson City.
z—Stop to receive or discharge revenue passengers.

- EXPLANATION OF CHARACTERS:**
C—Coal. **w**—Westward. **T**—Turntable. *—Mail Crane.
e—Eastward. **W**—Water. **†**—Meal Station.
O—Fuel Oil. **Y**—Wye. **‡**—Track Scales.
CS—Continuous Telegraph Office.
LS—Limited Train Order Office (Hours of service specified by Bulletin Order).
P—Telephone Communication only.
TP—Telegraph or Telephone Office not a train order office.
 Register stations are shown in full-faced type.

TABLE OF SPEEDS

| MILES PER HOUR | ONE MILE IN | |
|----------------|-------------|---------|
| | Minutes | Seconds |
| 5..... | 12 | 0 |
| 8..... | 7 | 30 |
| 10..... | 6 | 0 |
| 12..... | 5 | 0 |
| 15..... | 4 | 0 |
| 18..... | 3 | 20 |
| 20..... | 3 | 0 |
| 25..... | 2 | 24 |
| 30..... | 2 | 0 |
| 35..... | 1 | 43 |
| 40..... | 1 | 30 |
| 45..... | 1 | 20 |
| 50..... | 1 | 12 |
| 55..... | 1 | 5 |
| 60..... | 1 | 0 |
| 65..... | 0 | 55 |
| 70..... | 0 | 51 |
| 75..... | 0 | 48 |
| 80..... | 0 | 45 |
| 85..... | 0 | 42 |
| 90..... | 0 | 40 |

STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

| Station | Miles from St. Louis | Train Nos. | | | |
|---------------------------|----------------------|------------|------|-----|-----|
| | | f32 | f35 | z33 | s34 |
| St. Louis Subdiv. | | | | | |
| Louisa Heights..... | 14.65 | f32 | f35 | | |
| Bach Road..... | 15.23 | f32 | f35 | | |
| Osage Hills..... | 15.79 | f32 | f35 | | |
| Meramec Forest..... | 20.43 | f32 | f35 | | |
| Union Electric..... | 20.76 | f32 | f35 | | |
| Fern Glen..... | 21.01 | f32 | f35 | | |
| Mountain Ridge..... | 21.40 | f32 | f35 | | |
| Lincoln Beach..... | 21.85 | f32 | f35 | | |
| Castlewood..... | 22.28 | f32 | f35 | | |
| Cedar Bluff..... | 22.74 | f32 | f35 | | |
| Boyd..... | 23.40 | f32 | f35 | | |
| Isbell..... | 109.30 | f33 | f34 | | |
| Glencoe Subdiv. | | | | | |
| Riovale..... | 24.35 | f32 | f35 | | |
| Palisades..... | 24.87 | f32 | f35 | | |
| Acacia..... | 27.96 | f32 | f35 | | |
| River Subdiv.: | | | | | |
| Renz Spur..... | 133.00 | | | | |
| Arve Spur..... | 148.38 | z33 | f34 | | |
| Lamine..... | 179.53 | z33 | s34 | | |
| Wilton Springs..... | 197.69 | z33 | f34 | | |
| Marshall Country Club | 199.96 | z33 | f34 | | |
| Blosser..... | 211.08 | z33 | f34 | | |
| White..... | 222.58 | z33 | f34 | | |
| Waterloo..... | 256.20 | z33 | f34 | | |
| Midas..... | 263.03 | z33 | f34 | | |
| Ripley..... | 272.60 | z33 | f34 | | |
| Cobbler..... | 274.27 | z33 | f34 | | |
| Warsaw Subdiv.: | | | | | |
| Pettis..... | 193.65 | f657 | f658 | | |
| Lexington Subdiv.: | | | | | |
| Kraft..... | 196.55 | f655 | f656 | | |
| Mulkey..... | 223.45 | f655 | f656 | | |
| Tabo..... | 238.70 | f655 | f656 | | |

ST. LOUIS SUBDIV.—BETWEEN KIRKWOOD AND JEFFERSON CITY

| TRAINS WESTWARD | | | | | TIME-TABLE No. 70 JULY 6, 1941 | TRAINS EASTWARD | | | | | |
|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|---------------------------------------|-----------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| SECOND CLASS | | | | | | STATIONS | SECOND CLASS | | | | |
| 81 Red Ball Freight Daily | 61 Red Ball Freight Daily | 71 Red Ball Freight Daily | 79 Red Ball Freight Daily | 75 Red Ball Freight Daily | | | 68 Red Ball Freight Daily | 70 Red Ball Freight Daily | 66 Red Ball Freight Daily | 78 Red Ball Freight Daily | 62 Red Ball Freight Daily |
| 10 30PM | 8 00PM | 7 30PM | 7 00PM | 1 00PM | ST. LOUIS UNION STATION 0.68 | 5 30AM | 6 30AM | 10 00AM | 7 30PM | 8 00PM | |
| 11 10PM | 8 40 | 8 10 | 7 40 | 1 40 | ST. LOUIS 23rd St. 12.18 | 84 266.37 | 4 45 | 5 45 | 9 20 | 6 45 | 7 15 |
| | | | | | CS...KIRKWOOD...WT 0.99 | 89 265.38 | | | | | |
| | | | | | P...HL 2.05 | 263.30 | | | | | |
| | | | | | TP...BARRETT 0.96 | 262.34 | | | | | |
| | | | | | P...LH JUNCTION 1.00 | 261.34 | | | | | |
| | | | | | P...PA 0.45 | 260.89 | | | | | |
| | | | | | TP...VALLEY PARK * 3.84 | 257.05 | | | | | |
| | | | | | P...BY 1.13 | 255.92 | | | | | |
| | | | | | TP...JEDBURG * 0.15 | 255.77 | | | | | |
| | | | | | P...JB JUNCTION 1.66 | 254.11 | | | | | |
| | | | | | ...CRESCENT 2.02 | 252.09 | | | | | |
| | | | | | P...RK JUNCTION 0.15 | 251.94 | | | | | |
| | | | | | TP...EUREKA * 2.16 | 249.78 | | | | | |
| | | | | | ...ALLENTON * 4.77 | 246.01 | | | | | |
| | | | | | TP...PACIFIC...WY * 0.16 | 244.85 | | | | | |
| | | | | | CS...K TOWER 4.94 | 239.91 | | | | | |
| | | | | | TP...GRAY SUMMIT * 1.90 | 238.01 | | | | | |
| | | | | | P...LABADIE 2.98 | 235.03 | | | | | |
| | | | | | P...BOLES * 1.75 | 233.28 | | | | | |
| 12 10AM | 9 30 | 9 00 | 8 30 | 2 45 | P...HD 5.18 | 120 228.10 | 2 40 | 4 00 | 8 05 | 4 30 | 5 15 |
| | | | | | CS...WASHINGTON.WCY* 7.38 | 91 220.72 | | | | | |
| | | | | | P...DUNDEE 5.00 | 215.72 | | | | | |
| | | | | | LS...NEW HAVEN * 3.65 | 212.07 | | | | | |
| | | | | | ...ETLAH 4.23 | 207.84 | | | | | |
| | | | | | TP...BERGER * 3.72 | 204.12 | | | | | |
| | | | | | P...JJ SIDING...W 2.17 | 201.95 | | | | | |
| | | | | | LS...HERMANN * 7.11 | 194.84 | | | | | |
| | | | | | P...KK JUNCTION 0.40 | 190.44 | 1 37 | 3 01 | 7 09 | 3 45 | 4 08 |
| 1 05 | 10 15 | 9 45 | 9 15 | 3 35 | CS...GASCONADE * 4.31 | 190.13 | | | | | |
| | | | | | LS...MORRISON * 7.38 | 182.77 | | | | | |
| | | | | | LS...CHAMOI * 5.07 | 177.70 | | | | | |
| | | | | | ...ST. AUBERT 7.77 | 169.93 | | | | | |
| | | | | | LS...BONNOT'S MILL * 3.69 | 166.24 | 12 50 | 2 19 | 6 21 | 3 00 | 3 1 5 |
| 1 50 | 10 50 | 10 20 | 9 50 | 4 15 5 | P...LL JUNCTION 0.23 | 166.01 | | | | | |
| | | | | | ...DRAW BRIDGE.. {Osage 0.30 River | 165.71 | | | | | |
| | | | | | LS...OSAGE * 7.01 | 158.70 | | | | | |
| | | | | | ...JC 1.00 | 157.70 | 12 30AM | 2 00AM | 6 00AM | 2 45PM | 3 00PM |
| 2 10AM | 11 10PM | 10 40PM | 10 10PM | 4 40PM | OS Jefferson City OOWTY § 122.15 | Yd. | | | | | |
| Daily | Daily | Daily | Daily | Daily | | | Daily | Daily | Daily | Daily | Daily |

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

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIME-TABLE

No. 70

JULY 6, 1941

TRAINS WESTWARD

FIRST CLASS

SECOND CLASS

| Station Numbers | Miles from St. Louis—Seventh Street | STATIONS | FIRST CLASS | | | | | | | SECOND CLASS |
|-----------------|-------------------------------------|-----------------------------|-------------|-----------|-----------|------------------|---------------------|-----------|--------------------|--------------------|
| | | | 33 | 5 | 11 | 15 | 35 | 19 | 9 | 91 |
| | | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Local Freight |
| | | Daily | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily Ex. Saturday | |
| | | 7 20AM | 8 50AM | 1 45PM | 4 01PM | 5 25PM | 5 45PM | 11 59PM | 8 30PM | |
| | | ST. LOUIS UNION STATION | | | | | | | | |
| | 0.68 | ST. LOUIS 23rd St. | | | | | | | | |
| | 12.18 | | | | | | | | | |
| 13 | 13.48 | CS...KIRKWOOD...WT | s 7 50 | a 9 10 | z 2 05 | z 4 22 | s 6 00 | s 6 12 | a 12 28AM | 9 15 |
| 13a | 14.47 | P...HI | | | | | | | | |
| 16 | 16.55 | TP...BARRETT | s 7 54 | | | | s 6 07 | | | 9 25 |
| 17 | 17.51 | P...LH JUNCTION | | | | | | | | |
| 18 | 18.51 | P...PA | | | | | | | | |
| 18 | 18.96 | TP...VALLEY PARK...* | s 7 59 | | | | s 6 15 | | | 9 35 |
| 22 | 22.80 | P...BY | | | | | | | | |
| 24 | 23.93 | TP...JEDBURG...* | f 8 05 | | | | s 6 27 | | | 9 45 |
| 24 | 24.08 | P...JB JUNCTION | | | | | 6 28PM | | | |
| 25 | 25.74 | ...CRESCENT | | | | | Via Glencoe Subdiv. | | | |
| 27 | 27.76 | P...RK JUNCTION | | | | | 6 37PM | | | |
| 29 | 27.91 | TP...EUREKA...* | s 8 11 | | | | s 6 38 | | | 9 55 |
| 32 | 30.07 | ...ALLENTON...* | f 8 14 | | | | f 6 41 | | | |
| 36 | 34.84 | TP...PACIFIC...\$WY* | s 8 21 | | | | s 6 50PM | | | 10 15 |
| 35 | 35.00 | CS...K TOWER | | | | | | | | |
| 40 | 39.94 | TP...GRAY SUMMIT...* | f 8 28 | | | | | | | 10 25 |
| 44 | 41.84 | P...LABADIE | f 8 30 | | | | | | | 10 35 |
| 47 | 44.82 | P...BOLES...* | f 8 34 | | | | | | | 10 40 |
| 46 | 46.57 | P...HD | 8 36 | 9 40 | 2 36 | 4 52 | | 6 44 | 1 00 | |
| 54 | 51.75 54.93 | CS...WASHINGTON.WCY* | s 8 50 | z 9 44 | z 2 41 | z 4 57 | | s 6 52 | s 1 12 | 11 40 |
| 62 | 62.31 | P...DUNDEE | 8 58 | | | | | | 1 20 | 11 50 |
| 67 | 67.31 | LS...NEW HAVEN...* | s 9 05 | 9 56 | 2 52 | z 5 09 | | n 7 04 | 1 25 | 11 59PM |
| 70 | 70.96 | ...ETLAH | f 9 10 | | | | | | | 12 10AM |
| 74 | 75.19 | TP...BERGER...* | s 9 16 | | | z 5 17 | | | 1 33 | 12 25 |
| 78 | 78.91 | P...JJ SIDING...W | 9 20 | 10 06 | 3 02 | | | 7 14 | 1 37 | |
| 80 | 81.08 | LS...HERMANN...* | s 9 25 | | | z 5 24 | | n 1 40 | | 12 55 |
| 88 | 88.19 | P...KK JUNCTION | 9 33 | | | | | | 1 47 | |
| 88 | 88.50 | CS...GASCONADE...* | s 9 36 | 10 16 | 3 12 | n 5 33 | | 7 25 | z 1 50 | 1 20 |
| 92 | 92.90 | LS...MORRISON...* | s 9 42 | | | | | | 1 55 | 1 35 |
| 100 | 100.26 | LS...CHAMMOIS...* | s 9 52 | 10 26 | 3 22 | 5 44 | | z 7 37 | 2 02 | 2 02 |
| 105 | 105.33 | ...ST. AUBERT | f 10 00 | | | | | | 2 07 | 2 25 |
| 112 | 113.10 | LS...BONNOT'S MILL...* | s 10 10 | | | | | | 2 15 | 2 50 |
| 116 | 116.79 | P...LL JUNCTION | 10 15 | 10 39 | 3 36 | 5 58 | | 7 52 | 2 20 | |
| 117 | 117.02 | ...DRAW BRIDGE.. | | | | | | | | |
| 117 | 117.32 | LS...OSAGE...* | s 10 20 | | | | | | | 3 30 |
| 124 | 124.33 | ...JC | | | | | | | | |
| 125 | 125.33 | CS...Jefferson City OCTWY\$ | s 10 40AM | s 10 50AM | s 3 45PM | s 6 10PM | | s 8 05PM | s 2 35AM | 4 30AM |
| | 122.15 | | Daily | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily Ex. Saturday |

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

ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

5

| TIME-TABLE No. 70 JULY 6, 1941 | | TRAINS EASTWARD | | | | | | | | | | |
|--------------------------------------|-----------|----------------------------|---------------------|-----------------|---------------------|----------------|-----------------|-----------------|------------------------|--------|-----------------------|--|
| | | FIRST CLASS | | | | | | | SECOND CLASS | | | |
| | | 10 Passenger | 32 Passenger | 16 Passenger | 12 Passenger | 6 Passenger | 34 Passenger | 14 Passenger | 90 Local Freight | | | |
| STATIONS | | Daily | Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | Daily Ex. Saturday | | | |
| | | ST. LOUIS UNION STATION | | 7 10AM | 8 10AM | 8 33AM | 1 15PM | 5 40PM | 9 00PM | 9 35PM | | |
| | | ST. LOUIS 23rd St. | | | | | | | | | 1 30AM | |
| | | CS...KIRKWOOD...WT | | s 6 35 | s 7 35 | s 8 00 | m 12 50 | m 5 15 | s 8 25 | m 9 10 | 11 55PM | |
| 84 | 266.37 | P...HI | | | | | | | | | | |
| 89 | 265.38 | TP...BARRETT | | | s 7 20 | | | | f 8 15 | | 11 40 | |
| | 263.30 | P...LH JUNCTION | | | | | | | | | | |
| | 262.34 | P...PA | | | | | | | | | | |
| | 261.34 | TP...VALLEY PARK | | | s 7 15 | | | | f 8 10 | | 11 30 | |
| | 260.89 | P...BY | | | | | | | | | | |
| | 257.05 | TP...JEDBURG | | | s 7 03 | | | | f 8 03 | | 11 00 | |
| | 255.92 | P...JB JUNCTION | | | 7 00AM | | | | | | | |
| | 255.77 | CRESCENT | | | | | | | | | | |
| | 254.11 | P...RK JUNCTION | | | 6 49AM | | | | | | | |
| | 252.09 | TP...EUREKA | | | s 6 48 | | | | s 7 55 | | 10 40 | |
| | 251.94 | TP...ALLENTON | | | s 6 43 | | | | f 7 51 | | | |
| | 249.78 | TP...PACIFIC | | | 6 35AM | | | | s 7 45 | | 10 15 | |
| | 245.01 | CS...K TOWER | | | | | | | | | | |
| | 244.85 | TP...GRAY SUMMIT | | | | | | | f 7 33 | | 9 40 | |
| | 239.91 | P...LABADIE | | | | | | | f 7 29 | | 9 35 | |
| | 238.01 | P...BOLES | | | | | | | f 7 25 | | 9 30 | |
| | 235.03 | P...HD | | 5 37 | | 7 23 | 12 17 | 4 44 | 7 22 | 8 40 | 9 25 | |
| | 233.28 | CS...WASHINGTON WCY | | s 5 30 | | s 7 17 | 12 13 | z 4 40 | s 7 15 | w 8 35 | 8 35 | |
| 129 | 228.10 | P...DUNDEE | | | 5 18 | | | | | | 7 55 | |
| | 91 220.72 | LS...NEW HAVEN | | | 5 13 | s 7 02 | 12 02PM | 4 28 | s 6 55 | 8 22 | 7 45 | |
| | 215.72 | TP...ETLAH | | | 5 08 | | | | f 6 43 | | 7 35 | |
| | 212.07 | TP...BERGER | | s 5 02 | | | | | s 6 37 | | 7 25 | |
| | 207.84 | P...JJ SIDING | | 4 55 | | 6 47 | 11 51AM | 4 17 | 6 27 | 8 11 | 7 15 | |
| 101 | 204.12 | LS...HERMANN | | s 4 52 | | | | | s 6 23 | | 7 10 | |
| | 201.95 | P...KK JUNCTION | | 4 42 | | | | | 6 12 | | | |
| | 194.84 | CS...GASNADE | | s 4 40 | | 6 36 | 11 41 | 4 08 | s 6 10 | 8 01 | 6 50 | |
| 100 | 194.44 | LS...MORRISON | | s 4 32 | | | | | s 6 02 | | 6 36 | |
| | 190.13 | LS...CHAMMOIS | | s 4 22 | | 6 24 | 11 29 | 3 58 | s 5 53 | 7 49 | 6 13 | |
| 100 | 182.77 | ST. AUBERT | | 4 12 | | | | | f 5 45 | | 5 45 | |
| | 177.70 | LS...BONNOT'S MILL | | s 4 03 | | | | | s 5 36 | | 5 30 | |
| | 169.93 | P...LL JUNCTION | | 3 57 | | 6 10 | 11 15 | 3 44 | 5 29 | 7 35 | | |
| | 166.24 | DRAW BRIDGE | | | | | | | | | | |
| | 166.01 | LS...OSAGE | | | | | | | s 5 27 | | 5 15 | |
| | 165.71 | JC | | | | | | | | | | |
| | 158.70 | CS Jefferson City OCWY | | 3 45AM | | 6 00AM | 11 05AM | 3 35PM | 5 15PM | 7 25PM | 5 00PM | |
| Yd. | 157.70 | 122.15 | | Daily | Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | Daily Ex. Saturday | |

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

TIME-TABLE
No. 70
JULY 6, 1941

TRAINS WESTWARD

FIRST CLASS

| Station Numbers | Miles from St. Louis—Seventh Street | STATIONS | FIRST CLASS | | | | | | | |
|-----------------|-------------------------------------|---------------------------------------|----------------------|-----------------|-----------------------|-------------------|--------------------|--------------------|--------------------|---------------------|
| | | | 9 Passenger | 33 Passenger | 5 Passenger | 205 Passenger | 11 Passenger | 15 Passenger | 215 Passenger | 19 Passenger |
| 125 | 125.33 | CTC CS Jefferson City | 2 45AM | 10 55AM | 10 52AM | | 3 50PM | 6 15PM | | 8 10PM |
| 127 | 127.95 | P SR JUNCTION | 2 50 | 11 00AM | 10 55 ¹² | | 3 53 | 6 18 | | 8 14 |
| 129 | 129.38 | CS COLE | | | | | | | | |
| 132 | 132.41 | P SCOTT | 2 57 | | 11 00 | | 3 58 | 6 23 | | 8 19 |
| 135 | 135.24 | P ELSTON | 3 00 | | | | | | | 8 22 |
| 140 | 140.26 | P CENTER TOWN | 3 14 ¹⁰ | | 11 08 | | 4 06 | 6 31 | | 8 29 |
| 144 | 144.72 | P MCGIRK | 3 19 | | | | | 6 36 | | 8 34 |
| 146 | 147.09 | P BEANT | | | | | | | | 8 37 |
| 150 | 150.38 | LS CALIFORNIA | z 3 25 | | z 11 18 | | 4 16 | z 6 42 | | s 8 44 |
| 156 | 156.63 | P CLARKSBURG | 3 32 | | | | | 6 48 ¹⁴ | | 8 51 |
| 162 | 162.87 | LS TIPTON | 3 39 | | z 11 30 | | 4 27 ⁹² | 6 56 | | z 8 59 |
| 166 | 166.39 | P DOW | | | | | | | | |
| 168 | 168.13 | LS SYRACUSE | 3 44 | | | | 4 32 | 7 01 | | 9 05 |
| 175 | 175.75 | LS OTTENVILLE | 3 52 | | 11 44 | | 4 39 | 7 08 | | 9 12 |
| 181 | 181.18 | LS SMITHTON | 3 58 | | | | 4 45 | 7 14 | | 9 18 |
| 187 | 187.70 | M-K-T CROSSING | 4 05 | | 11 55AM ⁷⁸ | | 4 51 | 7 21 | | 9 24 |
| 188 | 188.94 | CS SEDALIA | s 4 20 | | s 12 01PM | | s 5 00 | s 7 30 | | s 9 35 |
| 195 | 195.74 | P DRESDEN | 4 35 ¹⁶ | | | | 5 07 | 7 37 | | 9 42 |
| 200 | 200.01 | TP LAMONTE | | | | | | | | |
| 208 | 208.13 | LS KNOBNOSTER | 4 50 | | 12 17 ⁹² | | 5 17 | 7 47 | | 9 54 |
| 211 | 211.70 | P MONTSERRAT | | | | | | | | |
| 218 | 218.40 | LS WARRENSBURG | s 5 02 ⁹³ | | s 12 28 | | z 5 28 | 7 57 | | s 10 06 |
| 224 | 224.45 | LS CENTERVIEW | 5 10 | | 12 34 | | 5 35 ¹⁴ | 8 03 | | 10 14 |
| 232 | 232.83 | LS HOLDEN | 5 19 | | z 12 43 | | 5 43 | k 8 11 | | 10 24 |
| 237 | 237.56 | P KINGSVILLE | 5 24 | | | | 5 47 | | | 10 29 ⁷⁰ |
| 242 | 243.08 | P STRASBURG | 5 30 | | 12 53 | | 5 52 | 8 21 | | 10 35 |
| 249 | 249.27 | CS PLEASANT HILL | s 5 48 | | k 1 00 | 1 05PM | 5 58 | m 8 28 | 8 33PM | s 10 50 |
| 252 | 252.34 | P AVON | 5 54 | | | 1 10 | | 8 31 | 8 37 | 10 54 |
| 254 | 255.07 | P GREENWOOD | 5 57 | | 1 05 | 1 15 ⁶ | 6 03 | 8 34 | 8 40 | 10 57 |
| 259 | 259.87 | LS LEE'S SUMMIT | z 6 06 | | z 1 10 ⁶ | s 1 23 | 6 10 | 8 41 | s 8 48 | 11 02 |
| 265 | 265.84 | P LITTLE BLUE | 6 15 | | 1 17 | 1 31 | 6 17 | 8 49 ⁷⁰ | 8 55 ⁷⁰ | 11 09 |
| 271 | 271.23 | P ELM PARK | 6 23 | | | 1 39 | 6 25 | 8 56 | 9 01 | 11 16 |
| 273 | 273.27 | CS INDEPENDENCE | s 6 35 | | z 1 28 | s 1 45 | z 6 30 | m 9 00 | s 9 05 | m 11 20 |
| 276 | 276.84 | Signal Indication P ROCK CREEK JCT | | | | | | | | |
| 278 | 278.24 | SW JUNCTION | | | | | | | | |
| B 1 | 279.04 | CS EAST YARD | | | | | | | | |
| 282 | 283.03 | CS KANSAS CITY UNION STATION | 7 00AM | 3 40PM | 1 50PM | 2 05PM | 6 50PM | 9 20PM | 9 25PM | 11 40PM |
| | | 157.70 | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

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

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

| Siding Capacity in Cars | Miles from Kansas City | TIME-TABLE No. 70 JULY 6, 1941 | | TRAINS EASTWARD | | | | | | | |
|----------------------------|---------------------------|---|-----------|-----------------|-----------|-----------|-----------|-----------|-----------|----------|---------|
| | | | | FIRST CLASS | | | | | | | |
| | | | | 16 | 212 | 12 | 34 | 6 | 14 | 10 | 210 |
| STATIONS | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| Yd. | 157.70 | GTC CS. Jefferson City. OCWTY } 2.62 P. . . . SR JUNCTION } 1.43 Two Main Tracks | | s 5 55AM | | s 11 00AM | s 3 15PM | s 3 32PM | s 7 21PM | s 3 35AM | |
| | 155.08 | | | 5 52 | | 1053 s | 2 55PM | 3 27 | 7 18 | 3 28 | |
| | 153.05 | | | | | | | | | | |
| 54 | 150.82 | | | | | | | | | | |
| 23 | 147.79 | | | | | | | | | | |
| e44 w23 | 142.77 | | | | | | | | | | |
| 55 | 138.31 | | | | | | | | | | |
| 33 | 135.94 | | | | | | | | | | |
| 75 | 132.65 | | | | | | | | | | |
| 42 | 126.40 | | | | | | | | | | |
| e28 w40 | 120.10 | | | | | | | | | | |
| 45 | 116.64 | | | | | | | | | | |
| 46 | 114.90 | | | | | | | | | | |
| 50 | 107.28 | | | | | | | | | | |
| 66 | 101.85 | | | | | | | | | | |
| 95 | 95.24 | | | | | | | | | | |
| Yd. | 94.09 | | | | | | | | | | |
| 42 | 87.29 | | | | | | | | | | |
| 54 | 82.12 | | | | | | | | | | |
| 56 | 74.90 | | | | | | | | | | |
| 38 | 71.24 | | | | | | | | | | |
| 46 | 64.63 | | | | | | | | | | |
| 46 | 58.58 | | | | | | | | | | |
| 16 | 50.20 | | | | | | | | | | |
| 54 | 45.47 | | | | | | | | | | |
| 26 | 39.95 | | | | | | | | | | |
| Yd. | 33.70 | | | | | | | | | | |
| 51 | 30.69 | | | | | | | | | | |
| 53 | 27.96 | | | | | | | | | | |
| 84 | 23.16 | | | | | | | | | | |
| e35 w48 | 17.19 | | | | | | | | | | |
| 28 | 11.80 | | | | | | | | | | |
| 9.76 | | | | | | | | | | | |
| 6.19 | | | | | | | | | | | |
| | | Signal Indication | | | | | | | | | |
| | | Two Main Tracks | | | | | | | | | |
| | | SW JUNCTION | | | | | | | | | |
| | | CS. EAST YARD. }CTWY | | | | | | | | | |
| | | KANSAS CITY UNION STATION | | 2 45AM | 7 50AM | 8 05AM | 10 15AM | 12 40PM | 4 25PM | 11 30PM | 11 35PM |
| | | 157.70 | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

| Station Numbers | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | TRAINS WESTWARD | | | | | | | |
|-----------------|-------------------------------------|--|--------------------|------------------|------------------|------------------|---------------------|------------------|-----------------------|--|
| | | | SECOND CLASS | | | | | | | |
| | | | 93 | 81 | 95 | 75 | 79 | 71 | 61 | |
| STATIONS | | | Freight | Red Ball Freight | Freight | Red Ball Freight | Red Ball Freight | Red Ball Freight | Red Ball Freight | |
| | | | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily | Daily | Daily | Daily | |
| 125 | 125.33 | CTC CS. Jefferson City. QCWTY } P. SR JUNCTION..... } 2.62 1.43 Two Main Tracks | 12 30AM | 2 50AM | 10 00AM | 5 05PM | 10 25PM | 11 00PM | 11 30PM | |
| 127 | 127.95 | | 12 40 | 2 55AM | 10 10AM | 5 15PM | 10 30 | 11 05PM | 11 35PM ⁸⁸ | |
| 129 | 129.38 | CS.....COLE..... | | | | | | | | |
| 132 | 132.41 | P.....SCOTT..... | | | | | 10 40 | | | |
| 135 | 135.24 | P.....ELSTON.....* | | | | | 10 45 | | | |
| 140 | 140.26 | P.....CENTERTOWN.....* | 1 08 ⁷⁰ | | | | 10 53 | | | |
| 144 | 144.72 | P.....McGIRK.....* | 1 20 | | | | 10 59 | | | |
| 146 | 147.09 | P.....BRANT..... | 1 25 | | | | | | | |
| 150 | 150.38 | LS.....CALIFORNIA.....W* | 1 40 | | | | 11 07 | | | |
| 156 | 156.63 | P.....CLARKSBURG.....* | 1 50 | | | | 11 15 | | | |
| 162 | 162.87 | LS.....TIPTON.....* | 2 10 | | | | 11 23 | | | |
| 166 | 166.39 | P.....DOW..... | | | | | | | | |
| 168 | 168.13 | LS.....SYRACUSE.....* | 2 27 ¹⁰ | | | | 11 30 | | | |
| 175 | 175.75 | LS.....OTTERVILLE.....* | 2 40 | | | | 11 40 | | | |
| 181 | 181.18 | LS.....SMITHTON.....* | 2 55 | | | | 11 48 | | | |
| 187 | 187.79 |MKT CROSSING..... | 3 10 | | | | 11 56 ⁷⁰ | | | |
| 188 | 188.94 | CS.....SEDALIA.....\$WCTY | 3 35 | | | | 11 59PM | | | |
| 195 | 195.74 | P.....DRESDEN.....* | 3 45 | | | | 12 07AM | | | |
| 200 | 200.91 | TP.....LAMONTE.....* | 3 55 | | | | 12 14 | | | |
| 208 | 208.13 | LS.....KNOBNOSTER.....* | 4 21 ¹⁶ | | | | 12 23 | | | |
| 211 | 211.79 | P.....MONTERRAT.....* | 4 35 | | | | 12 28 | | | |
| 218 | 218.40 | LS.....WARRENSBURG.....W* | 5 02 ⁹ | | | | 12 36 | | | |
| 224 | 224.45 | LS.....CENTERVIEW.....C* | 5 20 | | | | 12 57 ¹⁰ | | | |
| 232 | 232.83 | LS.....HOLDEN.....* | 5 40 | | | | 1 10 | | | |
| 237 | 237.56 | P.....KINGSVILLE.....* | 5 50 | | | | 1 17 | | | |
| 242 | 243.08 | P.....STRASBURG.....* | 6 00 | | | | 1 25 | | | |
| 249 | 249.27 | CS.....PLEASANT HILL.....WY* | 7 00 | | | | 1 45AM | | | |
| 252 | 252.34 | P.....AVON..... | 7 10 | | | | | | | |
| 254 | 255.07 | P.....GREENWOOD.....* | 7 15 | | | | | | | |
| 259 | 259.87 | LS.....LEE'S SUMMIT.....* | 7 30 | | | | | | | |
| 265 | 265.84 | P.....LITTLE BLUE.....* | 7 40 | | | | | | | |
| 271 | 271.23 | P.....ELM PARK..... | 7 50 | | | | | | | |
| 273 | 273.27 | CS. INDEPENDENCE...W* | 8 07 ⁹² | | | | | | | |
| 276 | 276.84 |ROCK CREEK JCT..... | | | | | | | | |
| 278 | 278.24 |SW JUNCTION..... | | | | | | | | |
| B 1 | 279.04 | CS.....EAST YARD. \$CTWY | 8 50AM | 10 30AM | 6 15PM | 11 59PM | | 3 45AM | 4 30AM | |
| 282 | 283.03 | CS.....KANSAS CITY UNION STATION..... | | | | | | | | |
| 157.70 | | | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily | Daily | Daily | Daily | |

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

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

| TIME-TABLE No. 70 JULY 6, 1941 | | TRAINS EASTWARD | | | | | | | | |
|--------------------------------------|---------------------------|--|-------------------|----------------------|------------------|---|----------------------|-----------------------|---|--------|
| | | SECOND CLASS | | | | | | | | |
| | | 66 | 94 | 92 | 272 | 62 | 78 | 68 | 70 | |
| STATIONS | | Red Ball Freight | Freight | Freight | Red Ball Freight | Red Ball Freight | Red Ball Freight | Red Ball Freight | Red Ball Freight | |
| | | Daily | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | |
| Yd. | 157.70 | CTC CS. Jefferson City. OCWTY § P. SR JUNCTION | Two Main Tracks | 5 55AM | 11 00AM | 6 00PM | 2 50PM | 2 15PM | 11 59PM | 1 45AM |
| 155.08 | 5 47AM | | | 10 40AM | 5 35 | 2 45PM | 2 00 | 11 35PM ⁶¹ | 1 25 | |
| 153.65 | CS. COLE | | | | | | | | | |
| 54 150.62 | P. SCOTT | | | 5 30 | | | 1 45 | | 1 19 | |
| 23 147.79 | P. ELSTON | | | 5 25 | | | 1 40 | | 1 15 | |
| e44 w23 142.77 | P. CENTERTOWN | | | 5 15 | | | 1 30 | | 1 08 ⁹³ | |
| 55 138.31 | P. MCGIRK | | | 5 00 | | | 1 20 | | 1 02 | |
| 33 135.94 | P. BRANT | | | 4 55 | | | 1 15 | | 12 58 | |
| 75 132.65 | LS. CALIFORNIA | W* | | 4 50 | | | 1 10 | | 12 53 | |
| 42 126.40 | P. CLARKSBURG | | | 4 35 | | | 12 55 | | 12 44 | |
| e28 w40 120.16 | LS. TIPTON | | | 4 27 ¹¹ | | | 12 45 | | 12 35 | |
| 45 116.64 | P. DOW | | | | | | | | 12 29 | |
| 46 114.90 | LS. SYRACUSE | | | 3 50 | | | 12 35 | | 12 26 | |
| 50 107.28 | LS. OTTERRVILLE | | | 3 35 | | | 12 20 | | 12 16 | |
| 66 101.85 | LS. SMITHTON | | | 3 20 | | | 12 10PM | | 12 06AM | |
| 95.24 | M-K-T CROSSING | | | 3 05 | | | 11 55AM ⁵ | | 11 56PM ⁷⁹ | |
| Yd. | 94.09 | CS. SEDALIA | §WCTY | 3 00 1 15 | | | 11 35 | | 11 50 | |
| 42 87.29 | P. DRESDEN | | VIA RIVER SUBDIV. | 12 45 | | | 11 23 | | 11 35 | |
| 54 82.12 | TP. LAMONTE | | VIA RIVER SUBDIV. | 12 30 | | | 11 15 | | 11 26 | |
| 56 74.90 | LS. KNOBOSTER | | VIA RIVER SUBDIV. | 12 17PM ⁵ | | | 11 06 | | 11 15 | |
| 38 71.24 | P. MONTSERRAT | | VIA RIVER SUBDIV. | 11 55AM | | | 10 59 | | 11 07 | |
| 46 64.63 | LS. WARRENSBURG | W* | VIA RIVER SUBDIV. | 11 45 | | | 10 50 | | 10 56 | |
| 46 58.58 | LS. CENTERVIEW | C* | VIA RIVER SUBDIV. | 11 15 | | | 10 40 | | 10 47 | |
| 16 50.20 | LS. HOLDEN | | | 11 00 | | | 10 26 | | 10 35 | |
| 54 45.47 | P. KINGSVILLE | | | 10 40 | | | 10 18 | | 10 29 ¹⁹ | |
| 26 39.95 | P. STRASBURG | | | 10 30 | | | 10 10 | | 10 00 | |
| Yd. | 33.76 | CS. PLEASANT HILL | *WY | 10 15 | | 9 30AM | 10 00AM | | 9 50 | |
| 51 30.69 | P. AVON | | | 9 45 | | 9 25 | | | 9 41 | |
| 53 27.96 | P. GREENWOOD | | | 9 40 | | 9 20 | | | 9 37 | |
| 84 23.16 | LS. LEE'S SUMMIT | | | 9 30 | | 9 13 | | | 9 07 | |
| e35 w48 17.10 | P. LITTLE BLUE | | | 9 15 | | 9 04 | | | 8 55 ²¹⁶ 8 44 ¹⁵ | |
| 28 11.80 | P. ELM PARK | | | 9 05 | | 8 54 | | | 8 30 | |
| 9.76 | CS. INDEPENDENCE | W* | | 9 00 8 00 | | 8 40 ^{12 93 212 272} | | | 8 25 | |
| 6.19 | ROCK CREEK JCT | | Two Main Tracks | | | | | | | |
| | SW JUNCTION | | | | | | | | | |
| | CS. EAST YARD | §CTWY | | 1 30AM | 3 00AM | 7 30AM | 8 00AM | 9 00AM | 6 30PM | 8 00PM |
| | KANSAS CITY UNION STATION | | | | | | | | | |
| | 157.70 | | | Daily | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily | Daily | Daily |

RIVER SUBDIV.—SR JUNCTION TO ETON

| Station Numbers | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | TRAINS WESTWARD | | | | | | |
|-----------------|-------------------------------------|--------------------------------------|-----------------------|---------------------------|-----------------------|---------------------------|---------------------------|---------------------------|--|
| | | | FIRST CLASS | | SECOND CLASS | | | | |
| | | | 33 Passenger | 81 Red Ball Freight | 95 Freight | 75 Red Ball Freight | 71 Red Ball Freight | 61 Red Ball Freight | |
| STATIONS | | | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily | |
| 127.95 | | P...SR JUNCTION..... | 11 00AM | 2 55AM | 10 10AM | 5 15PM | 11 05PM | 11 35PM ⁶⁸ | |
| 129.31 | | CTC...AR JUNCTION..... | 11 02 | 3 00 | 10 15 | 5 20 | 11 08 | 11 40 | |
| 129.38 | | CS...COLE..... | | | | | | | |
| 130.97 | | P...BR JUNCTION..... | 11 05 | 3 05 | 10 20 ⁹⁴ | 5 35 | 11 12 | 11 45 | |
| 134.15 | | P...MCKINNEY..... | 11 11 | 3 12 | 10 25 | 5 41 | 11 17 ⁶⁸ | 11 50 | |
| 139.12 | | P...MARION..... | 11 18 | 3 20 | 10 33 | 5 49 | 11 24 | 11 57PM | |
| 143.87 | | P...SANDY HOOK..... | 11 25 | 3 27 | 10 43 | 5 57 | 11 31 | 12 04AM | |
| 151.19 | | LS...LUPUS..... | 11 35 | 3 36 | 10 55 | 6 08 | 11 41 | 12 14 | |
| 156.78 | | LS...WOOLDRIDGE..... | 11 45 | 3 44 | 11 06 | 6 17 | 11 49 | 12 22 | |
| 161.04 | | P...OVERTON..... | 11 52 | 3 51 | 11 15 | 6 24 | 11 55PM | 12 28 | |
| 164.66 | | P...MERNA..... | 11 58AM | 3 57 | 11 23AM | 6 30 | 12 01AM | 12 34 | |
| 170.85 | | CS...BOONVILLE..... | 12 06PM ⁹⁵ | 4 07 | 12 06PM ³³ | 6 40 | 12 10 | 12 44 | |
| 177.20 | | P...OR JUNCTION..... | 12 20 | 4 17 ⁶⁶ | 12 25 | 6 53 | 12 19 | 12 53 | |
| 180.21 | | P...DR JUNCTION..... | 12 26 | 4 23 ⁶⁶ | 12 31 | 6 58 | 12 25 | 12 59 | |
| 186.91 | | CS...BLACKWATER..... | 12 36 | 4 40 | 12 50 ⁶² | 7 10 | 12 35 | 1 08 | |
| 189.65 | | LS...NELSON..... | 12 41 ⁶² | 4 45 | 1 05 ³⁴ | 7 15 | 12 40 | 1 13 | |
| 195.02 | | P...NAPTON..... | 12 55 ³⁴ | 5 00 | 1 15 | 7 24 | 12 49 | 1 21 | |
| 202.17 | | LS...MARSHALL JUNCTION..... | 1 05 1 20 | 5 15 | 2 01 | 7 35 | 1 00 | 1 32 | |
| 209.66 | | P...STANHOPE..... | 1 30 | 5 30 | 2 15 | 7 47 | 1 11 | 1 43 | |
| 215.23 | | LS...MALTA BEND..... | 1 38 | 5 45 | 2 30 | 7 56 | 1 19 | 1 51 | |
| 219.94 | | LS...GRAND PASS..... | 1 45 | 5 55 ⁹⁴ | 2 50 | 8 04 | 1 26 | 1 58 | |
| 224.57 | | LS...WAVERLY..... | 1 52 | 6 05 | 3 00 | 8 12 | 1 33 | 2 05 | |
| 230.58 | | P...HODGE..... | 2 01 | 6 17 | 3 10 | 8 24 ⁶⁸ | 1 42 | 2 13 | |
| 235.28 | | P...DOVER..... | 2 08 | 6 25 | 3 20 | 8 35 | 1 49 | 2 21 | |
| 238.71 | | P...NORTHRUP..... | 2 14 | 6 33 | 3 30 | 8 42 | 1 54 | 2 26 | |
| 245.68 | | P...ER JUNCTION..... | 2 23 | 6 45 | 3 45 | 8 54 | 2 04 | 2 35 ⁶⁶ | |
| 247.63 | | CS...MYRICK..... | 2 30 | 7 10 | 4 15 | 9 00 | 2 12 | 2 42 | |
| 249.48 | | P...FR JUNCTION..... | 2 34 | 7 15 | 4 20 | 9 30 | 2 17 | 2 45 ⁶⁶ | |
| 253.41 | | LS...WELLINGTON..... | 2 40 | 7 22 | 4 30 | 9 40 | 2 31 ⁶⁶ | 2 52 | |
| 258.00 | | LS...NAPOLEON..... | 2 47 | 7 30 | 4 40 | 9 50 | 2 38 | 2 59 | |
| 261.54 | | P...LEVASY..... | 2 52 | 7 38 | 4 50 | 10 00 | 2 44 | 3 05 | |
| 265.18 | | LS...BUCKNER..... | 2 57 | 7 45 | 5 00 | 10 08 | 2 50 | 3 11 | |
| 268.70 | | LS...LAKE CITY..... | 3 03 | 8 15 | 5 10 | 10 15 | 2 56 | 3 20 | |
| 274.27 | | P...GR JUNCTION..... | 3 10 | 8 30 | 5 25 | 10 25 | 3 05 | 3 30 ⁹⁴ | |
| 276.23 | | CS...ETON-A. T. & S. F. Jct... | 3 13 | 8 40 | 5 30 | 10 30 | 3 10 | 3 45 | |
| 283.84 | | CS...CONGO..... | | | | | | | |
| 284.59 | | ROCK CREEK JCT..... | | | | | | | |
| 285.99 | | SW JUNCTION..... | | | | | | | |
| 286.70 | | CS...EAST YARD.. | | | 10 30AM | 6 15PM | 11 59PM | 3 45AM | |
| 282 | 290.78 | CS...KANSAS CITY UNION STATION..... | 3 40PM | | | | | | |
| | 162.83 | | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily | |

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

RIVER SUBDIV.—ETON TO SR JUNCTION

| Siding Capacity in Cars | Miles from Kansas City | TIME-TABLE No. 70 JULY 6, 1941 | | TRAINS EASTWARD | | | | | | |
|-------------------------|------------------------|--------------------------------------|-----------------------|-----------------|---------------------|------------------------|---------------------|------------------------|------------------------|--|
| | | | | FIRST CLASS | | SECOND CLASS | | | | |
| | | | | 34 Passenger | | 66 Red Ball Freight | 94 Freight | 62 Red Ball Freight | 68 Red Ball Freight | |
| STATIONS | | Daily | | Daily | Daily Ex. Sunday | Daily | Daily | | | |
| 162.83 | | P. SR JUNCTION | 2 55PM | | 5 47AM | 10 40AM | 2 45PM | 11 35PM ⁶¹ | | |
| 161.47 | CTC | 1.36 AR JUNCTION | 2 52 | | 5 41 | 10 25 | 2 38 | 11 30 | | |
| 161.40 | | 0.07 CS. COLE | | | | | | | | |
| 159.81 | AUTOMATIC BLOCK | 1.59 P. BR JUNCTION | 2 49 | | 5 38 | 10 20 ⁹⁵ | 2 34 | 11 25 | | |
| 89 156.63 | | 3.18 P. MCKINNEY | f 2 43 | | 5 33 | 10 13 | 2 28 | 11 17 ⁷¹ | | |
| 40 151.66 | | 4.97 P. MARION | f 2 36 | | 5 26 | 10 03 | 2 20 | 11 00 | | |
| 76 146.91 | | 4.75 P. SANDY HOOK | f 2 29 | | 5 19 | 9 55 | 2 12 | 10 50 | | |
| 75 139.59 | | 7.32 LS. LUPUS | s 2 18 | | 5 08 | 9 45 | 2 00 | 10 38 | | |
| 189 134.00 | | 5.59 LS. WOOLDRIDGE | s 2 09 | | 4 58 | 9 35 | 1 50 | 10 27 | | |
| 129.74 | | 4.26 P. OVERTON | s 2 01 | | 4 48 | 9 27 | 1 40 | 10 20 | | |
| 89 126.12 | | 3.62 P. MERNA | f 1 55 | | 4 43 | 9 20 | 1 30 | 10 13 | | |
| 59 119.93 | | 6.19 CS. BOONVILLE \$WY | s 1 45 | | 4 33 | 9 10 | 1 18 | 10 05 | | |
| 113.58 | | 6.35 P. OR JUNCTION | 1 25 | | 4 21 ⁸¹ | 8 40 | 1 06 | 9 55 | | |
| 110.57 | | 3.01 P. DR JUNCTION | 1 20 | | 4 16 ⁸¹ | 8 30 | 1 00 | 9 50 | | |
| 130 103.87 | | 6.70 CS. BLACKWATER WC | s 1 10 | | 4 07 | 8 15 | 12 50 ⁹⁵ | 9 38 | | |
| 18 101.13 | | 2.74 LS. NELSON | s 1 05 ⁹⁵ | | 4 02 | 7 55 | 12 41 ³³ | 9 33 | | |
| 89 95.76 | | 5.37 P. NAPTON | s 12 55 ³³ | | 3 55 | 7 45 | 12 14PM | 9 25 | | |
| 63 88.61 | | 7.15 LS. MARSHALL JUNCTION Y | f 12 45 12 28 | | 3 44 | 7 30 | 11 58AM | 9 14 | | |
| 91 81.12 | | 7.49 P. STANHOPE | f 12 18 | | 3 34 | 6 25 | 11 46 | 9 03 | | |
| 203 75.55 | | 5.57 LS. MALTA BEND * | s 12 10 | | 3 27 | 6 10 | 11 37 | 8 52 | | |
| 72 70.84 | | 4.71 LS. GRAND PASS * | s 12 03PM | | 3 20 | 5 55 ⁸¹ | 11 28 | 8 43 | | |
| 72 66.21 | | 4.63 LS. WAVERLY *W | s 11 56AM | | 3 13 | 5 45 | 11 19 | 8 35 | | |
| 86 60.20 | | 6.01 P. HODGE * | f 11 46 | | 3 05 | 5 30 | 11 09 | 8 24 ⁷⁵ | | |
| 88 55.50 | | 4.70 P. DOVER * | f 11 39 | | 2 58 | 5 20 | 10 59 | 8 16 | | |
| 35 52.07 | | 3.43 P. NORTHRUP | f 11 33 | | 2 53 | 5 12 | 10 52 | 8 10 | | |
| 45.10 | | 6.97 P. ER JUNCTION | 11 24 | | 2 43 ⁶¹ | 4 50 | 10 38 | 7 59 | | |
| Yd. 43.15 | | 1.95 CS. MYRICK \$WCY | s 11 20 | | 2 39 | 4 45 | 10 34 | 7 55 | | |
| 41.30 | | 1.85 P. FR JUNCTION | 11 16 | | 2 36 ⁶¹ | 4 20 | 10 30 | 7 51 | | |
| 83 37.37 | | 3.93 LS. WELLINGTON | s 11 11 | | 2 31 ⁷¹ | 4 10 | 10 21 | 7 44 | | |
| 85 32.78 | | 4.59 LS. NAPOLEON | s 11 05 | | 2 24 | 4 01 | 10 11 | 7 36 | | |
| 84 29.24 | | 3.54 P. LEVASY | f 11 00 | | 2 19 | 3 54 | 10 03 | 7 30 | | |
| 90 25.60 | | 3.64 LS. BUCKNER | s 10 55 | | 2 14 | 3 47 | 9 54 | 7 23 | | |
| 135 22.08 | | 3.52 LS. LAKE CITY | f 10 50 | | 2 09 | 3 40 | 9 45 | 7 16 | | |
| 16 51 | | 5.57 P. GR JUNCTION | 10 43 | | 2 01 | 3 30 ⁶¹ | 9 35 | 7 06 | | |
| 14.55 | | 1.96 CS. ETON-A. T. & S. F. Jct. | 10 40 | | 1 58 | 3 25 | 9 30 | 7 02 | | |
| 6.94 | | 7.61 CS. CONGO | | | | | | | | |
| | | 0.75 ROCK CREEK JCT. | | | | | | | | |
| | | 1.49 SW JUNCTION | | | | | | | | |
| | | 0.80 CS. EAST YARD. \$CTWY | | | 1 30AM | 3 00AM | 9 00AM | 6 30PM | | |
| | | KANSAS CITY UNION STATION | 10 15AM | | | | | | | |
| | | 162.83 | Daily | | Daily | Daily Ex. Sunday | Daily | Daily | | |

12

LEXINGTON SUBDIV.—BETWEEN SEDALIA AND MYRICK

| TRAINS WESTWARD | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | Station Numbers | Siding Capacity in Cars | TRAINS EASTWARD |
|-------------------------|-------------------------------------|-----------------------------------|-----------------|-------------------------|-----------------------|
| SECOND CLASS | | | | | SECOND CLASS |
| 655 Mixed | | | | | 656 Mixed |
| Daily Ex. Sunday | | STATIONS | | | Daily Ex. Sunday |
| 5 10AM | 188.94 | CS.....SEDALIA...WCTY | 188 | Yd. | s 11 40AM |
| f 5 19 | 192.80 |GEORGETOWN..... | LA 3 | | f 11 30 |
| s 5 38 | 199.52 | LS...HUGHESVILLE..... | LA 10 | | f 11 15 |
| s 5 55 | 205.13 | LS...HOUSTONIA..... | LA 16 | | f 11 00 |
| s 6 18 | 211.64 | LS...SWEET SPRINGS..... | LA 22 | 24 | f 10 45 |
| s 6 33 | 215.87 | TP.....EMMA.....W | LA 26 | | s 10 30 |
| s 6 56 | 219.92 | LS...CONCORDIA..... | LA 30 | | s 10 15 |
| s 7 18 | 227.12 |AULLVILLE..... | LA 38 | | f 9 55 |
| s 7 38 | 231.90 | LS...HIGGINSVILLE..... | LA 42 | | s 9 40 |
| f 7 45 | 233.61 | ...CONFEDERATE HOME... | LA 44 | | f 9 35 |
| f 7 52 | 235.60 |PAGE CITY..... | LA 46 | | f 9 30 |
| f 8 08 | 240.57 |ARGONNE..... | LA 51 | | f 9 20 |
| s 8 23 | 244.39 |LEXINGTON..... | LA 55 | 23 | f 9 10 |
| s 8 40AM ⁶⁵⁶ | 246.15 | CS.....MYRICK...WCTY | G 118 | Yd. | 8 50AM ⁶⁵⁵ |
| Daily Ex. Sunday | | 57.21 | | | Daily Ex. Sunday |

WARSAW SUBDIV.—BETWEEN SEDALIA AND WARSAW

| TRAINS WESTWARD | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | Station Numbers | Siding Capacity in Cars | TRAINS EASTWARD |
|------------------|-------------------------------------|-----------------------------------|-----------------|-------------------------|------------------|
| SECOND CLASS | | | | | SECOND CLASS |
| 657 Mixed | | | | | 658 Mixed |
| Daily Ex. Sunday | | STATIONS | | | Daily Ex. Sunday |
| 5 30AM | 188.94 | CS.....SEDALIA...WCTY | 188 | | s 12 30PM |
| | 189.64 |M-K-T CROSSING..... | | | |
| f 5 59 | 195.11 |VALDA..... | LB 6 | | f 11 57AM |
| f 6 18 | 198.52 |SPRING FORK..... | LB 10 | | f 11 45 |
| s 6 37 | 202.63 |MORA..... | LB 14 | | s 11 30 |
| s 7 06 | 207.69 | LS...COLE CAMP.....W | LB 19 | | s 11 05 |
| f 7 35 | 213.73 |TAHOMA..... | LB 25 | | f 10 40 |
| f 7 59 | 217.96 | LS...LINCOLN..... | LB 29 | | s 10 20 |
| f 8 16 | 223.96 |SCHUYLER..... | LB 35 | | f 9 58 |
| s 9 00AM | 230.55 | LS...WARSAW...WY | LB 42 | | 9 30AM |
| Daily Ex. Sunday | | 41.61 | | | Daily Ex. Sunday |

GLENCOE SUBDIV.—BETWEEN JB JUNCTION AND RK JUNCTION

| TRAINS WESTWARD | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | Station Numbers | Siding Capacity in Cars | TRAINS EASTWARD |
|------------------|-------------------------------------|-----------------------------------|-----------------|-------------------------|------------------|
| FIRST CLASS | | | | | FIRST CLASS |
| 35 Passenger | | | | | 32 Passenger |
| Daily Ex. Sunday | | STATIONS | | | Daily Ex. Sunday |
| 6 28PM | 24.08 | P...JB JUNCTION..... | | | 7 00AM |
| f 6 30 | 25.78 | P...YEATMAN..... | 25 | 45 | f 6 56 |
| s 6 32 | 26.51 | LS...GLENCOE.....* | 26 | | s 6 54 |
| 6 37PM | 29.70 | P...RK JUNCTION..... | | | 6 49AM |
| Daily Ex. Sunday | | 5.62 | | | Daily Ex. Sunday |

BAGNELL SUBDIV.—BETWEEN JEFFERSON CITY AND BAGNELL

| | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | Station Numbers | Siding Capacity in Cars | | | |
|--------|-------------------------------------|-----------------------------------|-----------------|-------------------------|--|----------|-----------------------------|
| | | | | | | STATIONS | |
| | | | | | | 125.33 | CS...Jefferson City...OCWTY |
| 133.10 |SCRUGGS..... | GA 8 | 5 | | | | |
| 138.06 |LOHMAN..... | GA 13 | 47 | | | | |
| 144.40 | LS...RUSSELLVILLE..... | GA 19 | 22 | | | | |
| 149.24 |ENON..... | GA 24 | | | | | |
| 153.27 | LS...OLEAN..... | GA 28 | 44 | | | | |
| 158.65 | LS...ELDON.....W | GA 33 | 19 | | | | |
| 159.00 | ...C. R. I. & P. CROSSING.. | | | | | | |
| 161.95 |AURORA SPRINGS..... | GA 37 | | | | | |
| 170.64 | LS...BAGNELL.....T | GA 45 | Yd. | | | | |
| | | 45.31 | | | | | |

MARSHALL SUBDIV.—BETWEEN MARSHALL JUNCTION AND MARSHALL

| TRAINS WESTWARD | | | | Siding Capacity in Cars | Miles from St. Louis—Seventh Street | TIME-TABLE No. 70 JULY 6, 1941 | Station Numbers | Miles from Kansas City | TRAINS EASTWARD | | | | |
|-----------------|-------------------------|------------------------|----|-------------------------|-------------------------------------|-----------------------------------|-----------------|------------------------|-----------------------|---------------|--|--|--|
| FIRST CLASS | | | | | | | | | FIRST CLASS | | | | |
| | 635 Passenger | 633 Passenger | | | | | | | 636 Passenger | 634 Passenger | | | |
| | Daily | Daily | | Daily | Daily | | | | | | | | |
| | 12 28PM | 1 05PM | 63 | 202.17 | LS..MARSHALL JUNCTION..Y | G 73 | 88.61 | 1 20PM | 12 45PM | | | | |
| | s 1233PM ⁶³⁴ | s 112PM ⁶³⁶ | | 204.08 | LS...MARSHALL..... | GB 2 | 90.52 | 1 15PM ⁶³³ | 1235PM ⁶³⁵ | | | | |
| | Daily | Daily | | | | | 1.91 | Daily | Daily | | | | |

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

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

| | |
|-------------------|--|
| Glencoe Subdiv. | No. 35 is superior to No. 32. |
| Lexington Subdiv. | No. 655 is superior to No. 656. |
| Warsaw Subdiv. | No. 657 is superior to No. 658. |
| Marshall Subdiv. | No. 635 is superior to No. 634. No. 633 is superior to No. 636. |

| 2. MAXIMUM SPEED: | Miles Per Hour | |
|-------------------|----------------|----------------------------------|
| | Tangent | Curves Not Res- tricted |

Light-weight Streamlined passenger cars when hauled by Diesel Engines 7000-7001:

| | | |
|---|----|----|
| Kirkwood Subdiv., St. Louis Terminal: | | |
| Between Grand Ave. and Tower Grove Jct..... | 45 | 45 |
| Between Tower Grove Jct. and Kirkwood..... | 75 | 60 |
| St. Louis and Sedalia Subdivs..... | 90 | 80 |

Diesel engines 7000 and 7001 hauling any standard passenger cars will not exceed the maximum passenger speed shown in time-table on any Subdiv.

Speed of these engines when operating over Joint Track or Foreign Lines with or without cars will be governed by the Maximum Speed and Speed Restrictions of that line.

| | Miles Per Hour | |
|--|---------------------|-------------------|
| | Passenger Trains | Freight Trains |
| Kirkwood Subdiv., St. Louis Terminal: | | |
| Between Grand Ave. and Tower Grove Jct..... | 45 | 35 |
| Between Tower Grove Jct. and Kirkwood..... | 60 | 45 |
| Oak Hill Subdiv., St. Louis Terminal..... | 35 | 25 |
| Carondelet Subdiv., St. Louis Terminal..... | 25 | 25 |
| St. Louis and Sedalia Subdivs..... | 75 | 55 |
| Glencoe Subdiv..... | 60 | 40 |
| River Subdiv.: | | |
| Between SR Jct. and Mile Post 208..... | 50 | 45 |
| Between Mile Post 208 and Mile Post 217..... | 55 | 45 |
| Between Mile Post 217 and FR Jct..... | 50 | 45 |
| Between FR Jct. and Eton..... | 55 | 45 |
| Lexington Subdiv..... | 30 | 25 |
| Bagnell Subdiv..... | 20 | 20 |
| Warsaw Subdiv..... | 20 | 20 |
| Marshall Subdiv..... | 20 | 15 |

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)

| | | |
|---|----|----|
| St. Louis Terminal: | | |
| 23rd Street, Interlocking limits..... | 10 | 10 |
| Grand Avenue, Interlocking limits..... | 10 | 10 |
| Kirkwood..... | 30 | 30 |
| Davis Street, Interlocking limits..... | 20 | 20 |
| New Haven: No. 9 Sunday only to discharge mail.. | 20 | .. |
| New Haven: No. 10 to discharge mail..... | 40 | .. |
| Hermann: No. 9 Sunday only to discharge mail.. | 20 | .. |
| Gasconade River: Bridge No. 21, Mile Post 88.30..... | 30 | 30 |
| Osage River: Draw Bridge No. 31, Mile Post 117.02..... | 30 | 30 |
| Jefferson City: Eastward Track, Passing coal chute.. | 30 | 30 |
| Sedalia: M-K-T Crossing to Grand Avenue.... | 40 | 40 |
| California: No. 9 to dispatch mail..... | 40 | .. |
| Sedalia: (Warsaw Subdiv.) Between Main Line Junction and 5th St..... | 5 | 5 |
| Warsaw Subdiv.: Bridge 66, MP 227 Pole 21..... | 10 | 10 |

SPEED RESTRICTIONS: (Continued)

| | | Miles Per Hour | |
|-----------|--|---------------------|-------------------|
| | | Passenger Trains | Freight Trains |
| Marshall: | All trains reduce speed to five miles per hour passing over first five street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103) | | |

City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.

Kansas City Terminal Railway:

Rule 835. Road engines must not exceed 40 miles an hour running forward or 20 miles an hour running backward. Switch engines must not exceed 20 miles an hour.

Rule 836. Passenger trains must not exceed 20 miles an hour and freight trains and light engines 10 miles an hour through interlocking switches and other crossovers and Railroad and Street Railway crossings or 8 miles an hour under Union Station sheds.

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

| | | |
|-------------------|----|----|
| 1 to 172..... | 60 | 60 |
| 401 to 487..... | 55 | 55 |
| 1201 to 1280..... | 63 | 63 |
| 1301 to 1325..... | 63 | 63 |
| 1401 to 1571..... | 63 | 63 |
| 1701 to 1714..... | 55 | 55 |
| 1720 to 1729..... | 55 | 55 |
| 1901 to 1925..... | 63 | 63 |
| 2101 to 2125..... | 90 | 90 |
| 2305 to 2398..... | 55 | 55 |
| 2504 to 2523..... | 60 | 60 |
| 2638 to 2651..... | 50 | 50 |
| 2707..... | 60 | 60 |
| 4000..... | 30 | 30 |
| 5201 to 5207..... | 55 | 55 |
| 5308 to 5316..... | 80 | 80 |
| 5321 to 5327..... | 90 | 90 |
| 5335 to 5344..... | 80 | 80 |
| 5501 to 5540..... | 80 | 80 |
| 6000..... | 60 | 60 |
| 6401 to 6444..... | 80 | 80 |
| 6501 to 6521..... | 70 | 70 |
| 6601 to 6629..... | 80 | 80 |

Diesel Engines:

| | | |
|--------------------|-----|-----|
| 800 to 804..... | 30 | 30 |
| 4100 and 4101..... | 35 | 35 |
| 4102 and 4103..... | 75 | 75 |
| 7000 and 7001..... | 117 | 117 |
| 7100..... | 117 | 117 |
| 9000 to 9010..... | 35 | 35 |
| 9102 to 9105..... | 35 | 35 |

G. C. L. and I. G. N. Engines:

| | | |
|----------------------------|----|----|
| 301 to 389..... | 50 | 50 |
| 941 to 948..... | 35 | 35 |
| 1011 to 1040..... | 55 | 55 |
| 1051 to 1073..... | 55 | 55 |
| 1101 to 1125..... | 63 | 63 |
| 1151 to 1161..... | 80 | 80 |
| 9200 to 9203 (Diesel)..... | 35 | 35 |

SPECIAL INSTRUCTIONS

| | Miles Per Hour | |
|---|---------------------------|----------------|
| | Passenger Trains | Freight Trains |
| SPEED RESTRICTIONS: (Continued) | | |
| 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..... | 60 | .. |
| (b) Brill passenger motor cars, with mechanical drive. | 45 | .. |
| Trains handling: | | |
| Diesel engines dead in tow: | | |
| 800 Series..... | .. | 30 |
| 4100, 4101 and 9000-9001 Series..... | .. | 35 |
| 4102, 4103 and all other Diesel road engines..... | Maximum Permissible Speed | |
| Motor Cars dead in tow..... | 50 | 50 |
| Pile Drivers..... | .. | 25 |
| Steam Shovels..... | .. | 25 |
| Scale Test Cars (handle next to caboose)..... | Maximum Frt. Train Speed. | |
| Wrecking Derricks (self-propelling)..... | .. | 25 |
| Bridge Derrick Cars(non-revolving) boom connected. | .. | 30 |
| Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying. | | |
| Bridge Derrick Cars (non-revolving), boom disconnected..... | Maximum Frt. Train Speed. | |
| Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train. | | |
| Bridge Derrick-Pile Driver (combination machine).. | .. | 25 |
| Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers. | | |
| American Ditchers, self-propelling..... | .. | 20 |
| American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. | | |
| Locomotive Cranes or Clam Shells..... | .. | 20 |
| Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab. | | |

| | Miles Per Hour | |
|--|-----------------------------|----------------|
| | Passenger Trains | Freight Trains |
| SPEED RESTRICTIONS: (Continued) | | |
| Trains Handling: | | |
| American Ditchers, loaded on flat cars..... | .. | 20 |
| Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... | .. | 20 |
| Jordan Spreaders and Spreader-Ditchers..... | .. | 25 |
| Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains etc., provided for this purpose. | | |
| Rail Unloaders..... | Maximum Freight Train Speed | |
| Rail unloaders must have boom disconnected and stored on car. | | |
| Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed. | | |
| Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating. | | |
| 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, 40 miles per hour. | | |
| Dead engines with side rods in position, main rods disconnected, 35 miles per hour. | | |
| Dead engines moving backward or with part or all side rods down, 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. | | |
| Engines running backward with or without cars must not exceed a speed of 25 miles per hour, except on Lexington, Warsaw, Marshall and Bagnell Subdivs. must not exceed a speed of 15 miles an hour. | | |
| Engines not equipped with engine trucks, either dead in tow or under steam in road movement must be moved tender forward. | | |
| 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. | | |
| Locomotive drivers will be blocked only in extreme emergency; when necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers. | | |
| 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. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed. | | |

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: (Continued)

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

Trains consisting of Light-Weight Streamlined passenger cars when hauled by Diesel Engines 7000, 7001 and 7100 will observe Speed Restrictions shown, except on curves at which SPEED RESTRICTION SIGNS are maintained, these trains may exceed by FIVE MILES per hour the SPEED as indicated on the RESTRICTED SPEED SIGN.

| Permissible Speed in Miles per hour | Eastward | | | | Westward | | | |
|-------------------------------------|-----------|------|-----------|------|-----------|------|-----------|------|
| | From | | To | | From | | To | |
| | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole |

Carondelet Subdiv. (St. Louis Terminal):

| | | | | | | | | | |
|----|----|---|----|----|----|----|----|----|---|
| 10 | 23 | 6 | 23 | 19 | 10 | 23 | 18 | 23 | 6 |
|----|----|---|----|----|----|----|----|----|---|

Oak Hill Subdiv. (St. Louis Terminal):

| | | | | | | | | | |
|----|----|----|---|----|----|---|----|----|----|
| 20 | 10 | 29 | 9 | 30 | 20 | 9 | 23 | 10 | 29 |
|----|----|----|---|----|----|---|----|----|----|

St. Louis Subdiv.: (South Track)

(North Track)

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 45 | 125 | 19 | 124 | 31 | 55 | 13 | 36 | 17 | 19 |
| 65 | 124 | 28 | 124 | 21 | 60 | 21 | 2 | 21 | 24 |
| 55 | 118 | 22 | 117 | 26 | 70 | 23 | 12 | 27 | 3 |
| 55 | 116 | 25 | 115 | 29 | 65 | 27 | 3 | 27 | 30 |
| 65 | 109 | 5 | 108 | 30 | 65 | 49 | 20 | 49 | 27 |
| 65 | 107 | 1 | 106 | 33 | 50 | 51 | 19 | 55 | 5 |
| 55 | 97 | 29 | 95 | 8 | 65 | 61 | 28 | 62 | 0 |
| 65 | 94 | 20 | 94 | 15 | 65 | 63 | 14 | 63 | 38 |
| 60 | 93 | 2 | 92 | 37 | 65 | 64 | 35 | 65 | 11 |
| 55 | 89 | 26 | 89 | 14 | 45 | 67 | 0 | 67 | 17 |
| 50 | 89 | 10 | 88 | 35 | 65 | 70 | 28 | 70 | 36 |
| 45 | 88 | 30 | 88 | 15 | 65 | 72 | 9 | 72 | 19 |
| 45 | 88 | 7 | 87 | 36 | 60 | 73 | 15 | 74 | 17 |
| 60 | 87 | 33 | 87 | 29 | 60 | 75 | 17 | 75 | 29 |
| 65 | 86 | 15 | 86 | 8 | 60 | 80 | 9 | 81 | 15 |
| 60 | 84 | 35 | 83 | 34 | 60 | 83 | 34 | 84 | 35 |
| 60 | 81 | 15 | 80 | 9 | 65 | 86 | 8 | 86 | 15 |
| 60 | 75 | 29 | 75 | 17 | 60 | 87 | 29 | 87 | 33 |
| 60 | 74 | 17 | 73 | 15 | 45 | 87 | 36 | 88 | 7 |
| 65 | 72 | 19 | 72 | 9 | 45 | 88 | 15 | 88 | 30 |
| 65 | 70 | 36 | 70 | 28 | 50 | 88 | 35 | 89 | 10 |
| 45 | 67 | 17 | 67 | 0 | 55 | 89 | 14 | 89 | 26 |
| 65 | 65 | 11 | 64 | 35 | 60 | 92 | 37 | 93 | 2 |
| 65 | 63 | 38 | 63 | 14 | 65 | 94 | 15 | 94 | 20 |
| 65 | 62 | 0 | 61 | 28 | 65 | 97 | 24 | 97 | 29 |
| 50 | 55 | 5 | 51 | 19 | 65 | 106 | 33 | 107 | 1 |
| 65 | 49 | 27 | 49 | 20 | 65 | 108 | 30 | 109 | 5 |
| 65 | 27 | 30 | 27 | 3 | 55 | 115 | 29 | 116 | 25 |
| 70 | 27 | 3 | 23 | 12 | 55 | 117 | 26 | 118 | 22 |
| 60 | 21 | 24 | 21 | 2 | 65 | 124 | 21 | 124 | 28 |
| 55 | 17 | 19 | 13 | 36 | 45 | 124 | 31 | 125 | 19 |

SPEED RESTRICTIONS: (Concluded)

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

| Permissible Speed in Miles per hour | Eastward | | | | Westward | | | |
|-------------------------------------|-----------|------|-----------|------|-----------|------|-----------|------|
| | From | | To | | From | | To | |
| | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole |

Glencoe Subdiv.:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 30 | 29 | 28 | 29 | 10 | 30 | 24 | 1 | 24 | 10 |
| 40 | 26 | 29 | 26 | 7 | 40 | 26 | 7 | 26 | 29 |
| 30 | 24 | 10 | 24 | 1 | 30 | 29 | 10 | 29 | 28 |

Sedalia Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 45 | 276 | 30 | 273 | 15 | 45 | 125 | 19 | 126 | 24 |
| 65 | 273 | 0 | 271 | 16 | 65 | 126 | 24 | 128 | 38 |
| 55 | 271 | 4 | 270 | 15 | 45 | 128 | 38 | 129 | 9 |
| 55 | 269 | 15 | 268 | 11 | 65 | 129 | 9 | 129 | 33 |
| 45 | 268 | 2 | 267 | 2 | 60 | 132 | 15 | 134 | 0 |
| 65 | 265 | 4 | 263 | 31 | 65 | 134 | 6 | 135 | 5 |
| 45 | 263 | 30 | 262 | 18 | 50 | 136 | 40 | 138 | 14 |
| 65 | 261 | 2 | 260 | 36 | 55 | 138 | 15 | 143 | 34 |
| 55 | 259 | 33 | 259 | 26 | 65 | 146 | 22 | 147 | 22 |
| 65 | 256 | 28 | 256 | 15 | 50 | 150 | 6 | 150 | 28 |
| 65 | 255 | 2 | 254 | 31 | 65 | 154 | 13 | 155 | 37 |
| 45 | 249 | 14 | 248 | 20 | 50 | 162 | 6 | 163 | 1 |
| 65 | 244 | 31 | 244 | 3 | 55 | 168 | 12 | 169 | 25 |
| 65 | 227 | 31 | 227 | 20 | 55 | 170 | 20 | 171 | 6 |
| 65 | 222 | 16 | 221 | 34 | 65 | 173 | 31 | 174 | 11 |
| 55 | 221 | 15 | 220 | 38 | 55 | 177 | 4 | 177 | 14 |
| 55 | 220 | 9 | 218 | 27 | 50 | 177 | 14 | 177 | 30 |
| 35 | 218 | 27 | 217 | 25 | 65 | 177 | 31 | 178 | 27 |
| 65 | 206 | 5 | 205 | 12 | 65 | 191 | 32 | 193 | 20 |
| 65 | 198 | 20 | 191 | 32 | 65 | 205 | 12 | 206 | 5 |
| 65 | 178 | 27 | 177 | 31 | 35 | 217 | 25 | 218 | 27 |
| 50 | 177 | 30 | 177 | 14 | 55 | 218 | 27 | 220 | 9 |
| 55 | 177 | 14 | 177 | 4 | 55 | 220 | 38 | 221 | 15 |
| 65 | 174 | 11 | 173 | 31 | 65 | 221 | 34 | 222 | 16 |
| 55 | 171 | 6 | 170 | 20 | 65 | 227 | 20 | 227 | 31 |
| 55 | 169 | 25 | 168 | 12 | 65 | 244 | 3 | 244 | 31 |
| 50 | 163 | 1 | 162 | 6 | 45 | 248 | 20 | 249 | 14 |
| 65 | 155 | 37 | 154 | 13 | 65 | 254 | 31 | 255 | 2 |
| 50 | 150 | 28 | 150 | 6 | 65 | 256 | 15 | 256 | 28 |
| 65 | 147 | 22 | 146 | 22 | 55 | 259 | 26 | 259 | 33 |
| 55 | 143 | 34 | 138 | 15 | 65 | 260 | 36 | 261 | 2 |
| 50 | 138 | 14 | 136 | 40 | 45 | 262 | 18 | 263 | 30 |
| 65 | 135 | 5 | 134 | 6 | 65 | 263 | 31 | 265 | 4 |
| 60 | 134 | 0 | 132 | 15 | 45 | 267 | 2 | 268 | 2 |
| 65 | 129 | 33 | 129 | 9 | 55 | 268 | 11 | 269 | 15 |
| 45 | 129 | 9 | 128 | 38 | 55 | 270 | 15 | 271 | 4 |
| 65 | 128 | 38 | 126 | 24 | 65 | 271 | 16 | 273 | 15 |
| 45 | 126 | 24 | 125 | 19 | 45 | 273 | 15 | 273 | 32 |
| | | | | | 65 | 274 | 3 | 274 | 40 |
| | | | | | 45 | 275 | 0 | 276 | 30 |

River Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 30 | 129 | 18 | 129 | 9 | 30 | 129 | 9 | 129 | 18 |
| 40 | 177 | 5 | 176 | 5 | 40 | 176 | 5 | 177 | 5 |
| 50 | 251 | 10 | 250 | 20 | 50 | 250 | 20 | 251 | 10 |
| 50 | 261 | 2 | 260 | 35 | 50 | 260 | 35 | 261 | 2 |

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

| NAME | LOCATION | STREET ADDRESS OFFICE | OFFICE TELEPHONE | STREET ADDRESS RESIDENCE | RESIDENCE TELEPHONE |
|--|------------------------------|--------------------------------------|---|-----------------------------|------------------------|
| HOSPITAL | St. Louis, Mo. | Grand and Shaw | Grand 0500. Main 1000—Station 730. | | |
| ★Dr. O. B. Zeinert, Chief Surgeon | St. Louis, Mo. | Grand and Shaw | Grand 0500 | 34 Broadview Drive | Parkview 0674. |
| Dr. M. C. Starkloff | Carondelet, Mo. | 7619 South Broadway | Riverside 129. Laclede 87 | 512 Dover Place | Riverside 1706. |
| Dr. F. F. Zeller | Carondelet, Mo. | 7119 South Broadway | Riverside 1389 | 7204 Pennsylvania | Riverside 0740J. |
| ★★Dr. W. A. Smith | Webster Groves, Mo. | 111 West Lockwood | Webster 10 | 163 Helfenstein Place | Webster 75. |
| ★★Dr. F. P. Knabb | Valley Park, Mo. | Marshall | 48 | 114 Ann | 41. |
| ★★Dr. A. L. McNay | Pacific, Mo. | | 57 | Pacific | 124. |
| ★★Dr. D. B. Ecker | Pacific, Mo. | | 29 | Pacific | 29-A. |
| ★★Dr. H. A. May | Washington, Mo. | 402 Jefferson | 66 | 402 Jefferson | 66. |
| Dr. C. F. Goodrich | New Haven, Mo. | | 2123 | New Haven | 3123. |
| ★★Dr. B. P. Eisenmann | New Haven, Mo. | New Haven | 101 | New Haven | 103. |
| ★★Dr. F. J. Wessling | Hermann, Mo. | 100 West Second | 214 | 104 East Third | 214. |
| ★★Dr. W. Von McKnelly | Chamois, Mo. | Peoples Bank Bldg. | Main 42 | Chamois | Main 35. |
| EMERGENCY STATION | Jefferson City, Mo. | Meyerhardt Bldg. | 265, Capitol Tel. Co. | 1504 West Main | 220, Capitol Tel. Co. |
| ★Dr. S. V. Bedford | Jefferson City, Mo. | Meyerhardt Bldg. | 265, Capitol Tel. Co. | 1504 West Main | 220, Capitol Tel. Co. |
| ★★Dr. J. P. Burke, Jr. | California, Mo. | Oak and Smith | 15—2 Rings | Owens and Versailles | 15. |
| ★★Dr. J. B. Norman | Tipton, Mo. | | 66 | Tipton | 66. |
| ★★Dr. R. L. Fogle | Otterville, Mo. | | 24 | Otterville | 45. |
| EMERGENCY STATION | Sedalia, Mo. | Bothwell Memorial Hospital | | | |
| ★Dr. C. B. Trader, Division Surgeon | Sedalia, Mo. | 112 West Fourth | 333-R | 1717 West Third | 333-W. |
| ★Dr. D. P. Dyer | Sedalia, Mo. | Third Nat. Bank Bldg. | 1773 | 524 South Grand | 1140. |
| ★Dr. W. M. Wheeler, Asst. Surgeon | Sedalia, Mo. | Ilgenfrits Bldg. | 1050-W | 828 West Sixth | 1050-R. |
| ★★Dr. J. E. Porter | Knobnoster, Mo. | | Home, 14 | Knobnoster | Home, 14. |
| ★★Dr. C. S. Johnson | Warrensburg, Mo. | 114 East Market | 4 | 114 East Market | 695. |
| ★★Dr. H. F. Parker | Warrensburg, Mo. | 217½ North Holden | 155 | 118 West Gay | 60. |
| Dr. H. Harkness, Associate Local and Dispensary Surgeon | Warrensburg, Mo. | 217½ North Holden | | | |
| ★★Dr. K. Rawlins, Local and Dispensary Surgeon | Holden, Mo. | West Third | 43 | 6th and Olive | 42. |
| ★★Dr. C. L. Conrad | Pleasant Hill, Mo. | Farmers Nat. Bank Bldg. | Bell 57 | 318 North Taylor | Bell 107. |
| Dr. L. V. Murray | Pleasant Hill, Mo. | 110 First | 62 | 206 North Armstrong | 288. |
| ★★Dr. L. B. Knight | Lees Summit, Mo. | 8 West Third | 366 | 108 Madison Lane | 266. |
| ★★Dr. J. R. Green | Independence, Mo. | First National Bank Bldg. | Independence 5600 | 915 South Main | Independence 301. |
| HOSPITAL | Kansas City, Mo. | 2800 Main | Westport 0463. | | |
| ★Dr. J. E. Castles | Kansas City, Mo. | 1000 Argyle Bldg., 12th and McGee | H A 5037 & 5038. Victor 6100, Station 36 | 620 West Dartmouth Road | Jackson 4027. |
| Dr. C. M. Stemen | Kansas City, Kan. | 817 North Ninth | Drexel 0099 | 817 North Ninth | Drexel 0099. |
| ★★Dr. W. E. Stone | Boonville, Mo. | 317½ Main | 78 | 301 Chestnut | 898. |
| Dr. T. C. Beckett | Boonville, Mo. | 317½ Main | 78 | 721 Main | 442. |
| Dr. W. K. Nix, Local and Dispensary Surgeon | Marshall, Mo. | 74½ North Jefferson | 565 | 340 East Eastwood | 578. |
| ★★Dr. G. A. Kelling | Waverly, Mo. | | Waverly 100 | Waverly | Waverly 82. |
| ★★Dr. W. A. Braecklein | Higginsville, Mo. | N. E. Cor. Russell & Brown | 160 | N. E. Cor. Russell & Brown | 160. |
| Dr. A. Judson Chalkley, Local and Dispensary Surgeon | Lexington, Mo. | 1110 Main | 9 | 1409 South | 78. |
| ★★Dr. C. T. Ryland | Lexington, Mo. | 1922 Main | 82 | 1809 Main | 135. |
| Dr. B. H. Brashei, Local and Dispensary Surgeon | Lexington and Myrick, Mo. | 1110½ Main | 9 | 1604 Oneids, Lexington | 78. |
| ★★Dr. E. C. Shelton | Eldon, Mo. | | 216 | Eldon | 82. |
| ★★Dr. O. L. Cuddy, Local and Dispensary Surgeon | Lincoln, Mo. | | 22 Farmers Tel. Co. | Lincoln | 58 Benton Tel. Co. |
| ★★Dr. H. G. Savage | Warsaw, Mo. | | 121 | Warsaw | 61. |

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
 ★★Medical Examiners for Examination only of Maintenance of Way Laborers (Forms 339-B, 339-D),
 and other applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.