

DIVISION OFFICERS

W. H. BAILEY.....Superintendent.....Kansas City, Mo.
E. H. CAMPBELL...Terminal Superintendent..Kansas City, Mo.
P. J. WARNER.....Terminal Trainmaster...Kansas City, Mo.
F. E. FLETCHER...Trainmaster, St. Louis,
Glencoe and Bagnell
Subdivs.....Jefferson City, Mo.
F. SPARKS.....Trainmaster, Sedalia,
Warsaw and Lexing-
ton Subdivs.....Jefferson City, Mo.
C. E. WOOD.....Trainmaster, River and
Marshall Subdivs....Jefferson City, Mo.
H. H. GREEN.....Trainmaster.....Jefferson City, Mo.
H. A. HOPKINS....Trainmaster.....Jefferson City, Mo.
A. K. BOYCE.....Dispatcher.....Jefferson City, Mo.
W. T. BUTLER.....Dispatcher.....Jefferson City, Mo.
H. H. BUXTON.....Dispatcher.....Jefferson City, Mo.
C. L. CHAPPIUS...Dispatcher.....Pacific, Mo.
A. B. COE.....Dispatcher.....Pacific, Mo.
E. L. EUSTES.....Dispatcher.....Jefferson City, Mo.
W. T. H. LEWIS...Dispatcher.....Jefferson City, Mo.
E. McLEAN.....Dispatcher.....Pacific, Mo.
L. E. MORSE.....Dispatcher.....Jefferson City, Mo.
G. C. REED.....Dispatcher.....Jefferson City, Mo.
E. W. RICHARDSON.Dispatcher.....Jefferson City, Mo.
W. P. ROST.....Dispatcher.....Jefferson City, Mo.
D. W. WILSON.....Dispatcher.....Pacific, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIME-TABLE No. 81

Effective 12:01 a. m. Sunday, Nov. 11, 1945

CENTRAL STANDARD TIME

Superseding Time-Table No. 80, effective Jan. 7, 1945
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS NO. 7,
EFFECTIVE JANUARY 1, 1943; AND

MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL
DIVISION SPECIAL INSTRUCTIONS No. 4,
EFFECTIVE JANUARY 1, 1944.

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

R. C. WHITE, Chief Operating Officer.

W. F. KIRK, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

E. SULLIVAN, 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.

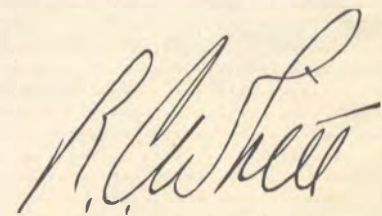
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Sedalia.....	Eastern Div.....695	Eastern Div.....9	7:45 a. m.	1 Hr. 45 Min.	For passengers and mail.
Pleasant Hill....	East. Div.....20	Jop. Div.....420	3:00 a. m.	1 Hr. 10 Min.	For connection.
" ".....	" ".....205 & 211	" ".....206 & 232	Indefinitely	" "	" "
" ".....	Jop.Div. 419, 221 & 231	East. Div. 19, 210 & 212	" "	" "	" "
Kansas City.....	Eastern Div.....12	Cent. Kans.....12	Indefinitely	" "	" "
(Union Station)	" ".....12	" ".....124	7:20 a. m.	15 Min.	For passengers.
" ".....	" ".....12	Omaha Div.....512	7:20 a. m.	15 Min.	" "
" ".....	" ".....6	" ".....106	Indefinitely	" "	For connection.
" ".....	" ".....212	Cent. Kans.....12	8:00 a. m.	30 Min.	For passengers.
" ".....	" ".....212	" ".....124	8:00 a. m.	30 Min.	" "
" ".....	" ".....212	A. T. & S. F.....24	8:00 a. m.	30 Min.	" "
" ".....	" ".....10	" ".....22	11:40 p. m.	10 Min.	" "
" ".....	" ".....14	Cent. Kans.....24	4:40 p. m.	15 Min.	For revenue passengers.
" ".....	" ".....20	CRI&P.....4	1:00 a. m.	15 Min.	For Los Angeles Sleeper.
" ".....	" ".....20	Cent. Kans.....116	1:00 a. m.	15 Min.	For passengers.
" ".....	Omaha Div.....119	Eastern Div.....19	1:25 a. m.	1 Hr.	For connection.
" ".....	" ".....109	" ".....9	9:00 a. m.	15 Min.	For passengers.
" ".....	" ".....105	" ".....5	Indefinitely	" "	For connection.
" ".....	" ".....105	" ".....205	2:40 p. m.	15 Min.	For passengers.
" ".....	Central Kan.....11	Eastern Div.....11	Indefinitely	" "	For connection.
" ".....	C. R. I. & P.....3	" ".....9	9:50 a. m.	30 Min.	For Los Angeles Sleeper.

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop to pick up revenue passengers destined to points where train is scheduled to stop.
- b—Stop to discharge revenue passengers from Joplin and Wichita Divisions.
- c—Stop to pick up revenue passengers destined Kirkwood or beyond.
- d—Stop to discharge revenue passengers from points west of Jefferson City.
- h—Stop to discharge revenue passengers from St. Louis and Tower Grove and to pick up revenue passengers destined Kansas City and beyond.
- j—Stop to discharge revenue passengers from points east of Marshall, including Marshall.
- 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 and Tower Grove.
- p—Stop to pick up revenue passengers for Osawatomie and beyond.
- q—Discharge revenue passengers from points beyond Kansas City and pick up revenue passengers.
- u—Stop to discharge revenue passengers from St. Louis and Tower Grove and pick up revenue passengers Warrensburg and beyond.
- w—Stop to discharge revenue passengers from Kansas City and pick up revenue passengers for Jefferson City and beyond.
- 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. §—Track Scales.
- CS—Continuous Train Order 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.			
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	f33 Sat. only	f34 Sun. only
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		
Boles.....	44.82	f34			
Isbell.....	109.30	f33	f34		
Glencoe Subdiv.					
Riovale.....	24.35	f32	f35		
Palisades.....	24.87	f32	f35		
Acacia.....	27.96	f32	f35		
River Subdiv.:					
McKinney.....	134.15	f33	f34		
Arve Spur.....	148.38	z33	f34		
Lamine.....	179.53	z33	s34		
Blosser.....	211.08	f33	f34		
Midas.....	263.03	f33	f34		
Ripley.....	272.60	f33	f34		
Cobbler.....	274.97	f33	f34		
Warsaw Subdiv.:					
Pettis.....	193.65	f697	f698		
Lexington Subdiv.:					
Kraft.....	196.55	f695	f696		
Mulkey.....	223.45	f695	f696		
Tabo.....	238.70	f695	f696		

ST. LOUIS SUBDIV.—BETWEEN KIRKWOOD AND JEFFERSON CITY

TRAINS WESTWARD					TIME-TABLE No. 81 NOVEMBER 11, 1945	TRAINS EASTWARD									
SECOND CLASS						SECOND CLASS									
79 Red Ball Freight	61 Red Ball Freight	71 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight		68 Red Ball Freight	70 Red Ball Freight	66 Red Ball Freight	62 Red Ball Freight	80 Red Ball Freight					
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily	Daily	
10 30PM	9 30PM	7 30PM	2 00PM	3 00AM	ST. LOUIS UNION STATION 0.68										
11 10PM	10 10	8 10	2 40	3 40	ST. LOUIS 23rd St. 12.18					5 30AM	6 30AM	11 45AM	8 00PM	3 00AM	
					13	13.48	CS...KIRKWOOD.....W	Yd.	266.37	4 45	5 45	11 00	7 15	2 15AM	
					13a	15.65	P.....HI.....		265.38						
					16	16.55	TP...BARRETTTS.....		263.30						
					18	18.51	P.....PA.....		261.34						
					18	18.96	TP...VALLEY PARK.....		200.89						
					22	22.80	P.....BY.....		257.05						
					24	23.93	TP...JEDBURG.....*		255.92						
					24	24.08	P.....JB JCT.....		255.77						
					25	25.74	.....CRESCENT.....		254.11					
					27	27.76	P.....RK JCT.....		252.09						
					29	27.91	TP...EUREKA.....*		251.94						
					32	30.07	.....ALLENTON.....*		249.78					
					36	34.84	TP...PACIFIC.....\$WY*		245.01						
					35	35.00	CS...K TOWER.....		244.85						
					40	39.94	TP...GRAY SUMMIT.....*		239.91						
					44	41.84	P.....LABADIE.....		238.01						
					46	46.57	P.....HD.....		233.28						
12 10AM	11 10PM	9 00	3 45	5 10	54	54.93	CS...WASHINGTON.WCY*		129 228.10	2 40	4 00	9 35	3 45	11 10PM	
					67	67.31	LS...NEW HAVEN.....*		215.72						
					70	70.90	.....ETLAH.....		212.07					
					74	75.19	TP...BERGER.....*		207.84						
					78	78.91	P.....JJ SIDING.....W		125 204.12						
					80	81.08	LS...HERMANN.....*		201.95						
					88	88.19	P.....KK JCT.....		194.84						
12 55	12 05AM	9 45	4 40	6 10	88	88.59	CS...GASCONADE.....*		100 194.44	1 37	3 01	8 35	2 45	10 10	
					92	92.90	LS...MORRISON.....*		190.13						
					100	100.26	LS...CHAMOIS.....*		100 182.77						
					105	105.33	.....ST. AUBERT.....		177.70					
					112	113.10	LS...BONNOT'S MILL.....*		169.93						
1 30	12 45	10 20	5 30	7 10	116	116.79	P.....LL JCT.....		166.24	12 50	2 19	7 50	2 00	9 20	
					117	117.02	.....DRAW BRIDGE..	Osage River	166.01					
					117	117.32	LS...OSAGE.....*		165.71						
					124	124.33	.....JC.....		158.70					
2 00AM	1 45AM	11 00PM	6 00PM	8 30AM	125	125.33	CS Jefferson City OCWTY\$		Yd. 157.70	12 30AM	2 00AM	7 25AM	1 30PM	9 00PM	
Daily	Daily	Daily	Daily	Daily			122.15			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.
Mileage from St. Louis, (Washington west), shown above, is mileage painted on telegraph poles, and is not actual.

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945	TRAINS WESTWARD							SECOND CLASS	
			FIRST CLASS							91	
			5 Passenger	33 Passenger	15 Passenger	11 Passenger	35 Passenger	19 Passenger	9 Passenger	91 Local Freight	
		STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	
		ST. LOUIS UNION STATION..... 0.88	8 50AM	8 57AM	1 52PM	4 15PM	5 25PM	5 40PM	11 50PM		
		ST. LOUIS 23rd St..... 12.18									12 30AM
13	13.48	CS...KIRKWOOD.....W	a 9 10	s 9 25	z 2 12	z 4 35	s 6 05	s 6 10	a 12 19AM		1 15
13a	15.65	P.....HI..... 0.90									
16	16.55	TP...BARRETT'S..... 1.96					s 6 12				1 25
	18.51	P.....PA..... 0.45									
18	18.96	TP...VALLEY PARK..... 3.84					s 6 17				1 35
	22.80	P.....BY..... 1.13									
24	23.93	TP...JEDBURG.....*					s 6 32				1 45
	24.08	P.....JB JCT..... 1.66					6 33PM				
	25.74	.....CRESCENT..... 2.02						Via Glencoe Subdiv.			
	27.76	P.....RK JCT..... 0.15					6 42PM				
20	27.91	TP...EUREKA.....*					s 6 43				1 55
	32	.....ALLENTON.....* 2.16					f 6 46				
36	34.84	TP...PACIFIC.....\$WY* 4.77					s 6 55PM		s 12 40		2 15
	35.00	.....K TOWER..... 0.16									
40	39.94	TP.GRAY SUMMIT.....* 4.94		f 9 48							2 25
44	41.84	P.....LABADIE..... 1.90									2 35
	46.57	P.....HD..... 4.73	9 40	9 55	2 43	5 05		6 40	12 55		
54	51.75 54.93	CS..WASHINGTON..WCY* 5.18	z 9 44	s 10 05	z 2 50	z 5 10		s 6 50	s 1 10		{ 3 00 4 00
	67	.....NEW HAVEN.....* 12.93	9 56	s 10 20	z 3 05	5 22		n 7 03			4 30
70	70.90	.....ETLAH..... 3.65		f 10 24							
74	75.19	TP...BERGER.....* 4.23		s 10 31	z 3 15						4 55
	78.91	P.....JJ SIDING.....W 3.72	10 06	10 35		5 32		7 15	1 38		
80	81.08	LS...HERMANN.....* 2.17		s 10 41	3 23			s 7 20	u 1 42		5 40
	88.19	P.....KK JCT..... 7.11		10 49							
88	88.59	CS...GASCONADE.....* 0.42	10 16	s 10 51	z 3 32	5 43		7 30	z 1 52		6 10 81
92	92.90	LS...MORRISON.....* 4.31		s 10 57							6 40
100	100.26	LS...CHAMMOIS.....* 7.36	10 26	s 11 07	3 45	5 53		z 7 43	2 06		7 15
105	105.33	.....ST. AUBERT..... 5.07		f 11 13							
112	113.10	LS.BONNOT'S MILL.....* 7.77		s 11 22							7 50
	116.79	P.....LL JCT..... 3.69	10 39	11 26	4 01	6 07		7 59	2 23		8 00
	117.02	.....DRAW BRIDGE..... 0.23									
117	117.32	LS...OSAGE.....* 0.30		s 11 28							8 10
	124.33	.....J.C..... 7.01									
125	125.33	OSJefferson CityOCTWY\$ 1.00	s 10 50AM	s 11 40AM	s 4 10PM	s 6 20PM		s 8 15PM	s 2 43AM		8 45AM
		122.15	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	

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.
Mileage 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

Siding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 81 NOVEMBER 11, 1945	TRAINS EASTWARD							
			FIRST CLASS							SECOND CLASS
			10 Passenger	32 Passenger	20 Passenger	12 Passenger	6 Passenger	34 Passenger	14 Passenger	90 Local Freight
		STATIONS	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
		ST. LOUIS UNION STATION 0.68	7 10AM	8 05AM	8 20AM	12 10PM	5 40PM	9 00PM	10 15PM	
		ST. LOUIS 23rd St. 12.18							1 30PM	
Yd.	266.37	CS...KIRKWOOD W 2.17	<i>s</i> 6 35	<i>s</i> 7 30	<i>s</i> 7 47	<i>m</i> 11 39AM	<i>m</i> 5 15	<i>s</i> 8 25	<i>m</i> 9 48	11 55AM
	264.20	P.....HI..... 0.90								
	263.30	TP...BARRETTS..... 1.96		<i>s</i> 7 15				<i>f</i> 8 15		11 40
	261.34	P.....PA..... 0.45								
	260.89	TP...VALLEY PARK..... 3.84		<i>s</i> 7 10				<i>f</i> 8 10		11 30
	257.05	P.....BY..... 1.13								
	255.92	TP...JEDBURG..... * 0.15		<i>s</i> 6 54				<i>f</i> 8 03		11 00
	255.77	P.....JB JCT..... 1.66		6 50AM						
	254.11	.....CRESCENT..... 2.02								
	252.09	P.....RK JCT..... 0.15		6 39AM						
	251.94	TP...EUREKA..... * 2.16		<i>s</i> 6 38				<i>f</i> 7 55		10 40
	249.78	.....ALLENTON..... * 4.77		<i>s</i> 6 33				<i>f</i> 7 51		
	245.01	TP...PACIFIC..... §WY* 0.16		6 25AM				<i>s</i> 7 45		10 15
	244.85	CS...K TOWER..... 4.94								
	239.91	TP...GRAY SUMMIT..... * 1.90						<i>f</i> 7 33		9 40
	238.01	P.....LABADIE..... 4.73						<i>f</i> 7 28		9 35
	233.28	P.....HD..... 5.18	5 47		6 57	11 03	4 34	7 18	9 08	9 25
129	228.10	CS...WASHINGTON.WCY* 12.38	<i>s</i> 5 40		<i>s</i> 6 50	10 59	<i>z</i> 4 28	<i>s</i> 7 10	<i>d</i> 9 03	8 35
	215.72	LS...NEW HAVEN..... * 3.65	<i>s</i> 5 18		<i>b</i> 6 27	<i>z</i> 10 48	4 15	<i>s</i> 6 55	8 52	7 45
	212.07	.....ETLAH..... 4.23						<i>f</i> 6 43		7 35
	207.84	TP...BERGER..... * 3.72			<i>s</i> 6 17			<i>s</i> 6 37		7 25
	125 204.12	P.....JJ SIDING..... W 2.17	4 58		6 10	10 36	4 04	6 27	8 40	7 15
	201.95	LS...HERMANN..... * 7.11	<i>s</i> 4 55		<i>z</i> 6 07			<i>s</i> 6 23		7 10
	194.84	P.....KK JCT..... 0.40								
	100 194.44	CS...GASCONADE..... * 4.31	4 45		<i>s</i> 5 56	10 25	3 54	<i>s</i> 6 10	8 29	6 50
	190.13	LS...MORRISON..... * 7.36			<i>s</i> 5 47			<i>s</i> 6 02		6 36
	100 182.77	LS...CHAMMOIS..... * 5.07	4 31		<i>s</i> 5 36	10 13	3 43	<i>s</i> 5 53	8 17	6 13
	177.70	.....ST. AUBERT..... 7.77						<i>f</i> 5 45		5 45
	169.93	LS...BONNOT'S MILL..... * 3.89			<i>s</i> 5 18			<i>s</i> 5 36		5 30
	166.24	P.....LL JCT..... 0.23	4 12		5 12	10 00	3 29	5 29	8 02	
	166.01	.....DRAW BRIDGE.. {Osage 0.30 River								
	105.71	LS...OSAGE..... * 7.01						<i>s</i> 5 27		5 15
	158.70	.....JC..... 1.00								
Yd.	157.70	CSJefferson CityOCWTY{	4 00AM		5 00AM	9 50AM	3 20PM	5 15PM	7 50PM	5 00AM
		122.15	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945	TRAINS WESTWARD							
			FIRST CLASS							
			9 Passenger	5 Passenger	33 Passenger	205 Passenger	15 Passenger	11 Passenger	211 Passenger	19 Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
125	125.33	CTC CS Jefferson City OCWTY P.....SRJCT..... 2.62 4.46 Two Main Tracks	2 55AM	10 52AM	11 45AM	.....	4 15PM	6 22PM	.....	8 20PM
127	127.95		3 00	10 55	11 48AM	.....	4 18	6 25	.....	8 24
132	132.41	P.....SCOTT..... 2.83	3 07	11 00	.....	4 23	6 30	.....	8 29	.....
135	135.24	P.....ELSTON..... 5.02	.....	.....	.....	.....	.....	.....	.....	.....
140	140.26	P.....CENTERTOWN..... 4.46	3 20 ¹⁰	11 07	.....	4 32	6 37	.....	8 39	.....
144	144.72	P.....McGIRK..... 2.37	3 26	11 12	.....	4 37	6 42	.....	8 44	.....
146	147.00	P.....BRANT..... 3.29	.....	.....	.....	.....	.....	.....	.....	.....
150	150.38	LS.....CALIFORNIA.....W* 6.25	z 3 38	z 11 18	.....	4 43	z 6 48	.....	s 8 52	.....
156	156.63	P.....CLARKSBURG..... 6.24	3 46	11 24	.....	4 50	6 54	.....	8 59	.....
162	162.87	LS.....TIPTON..... 3.52	h 3 55 ²⁰	z 11 30	.....	4 57	7 01 ¹⁴	.....	z 9 07	.....
166	166.30	P.....DOW..... 1.74	.....	.....	.....	.....	.....	.....	.....	.....
168	168.13	LS.....SYRACUSE..... 7.62	4 03	11 36 ⁹²	.....	5 02	7 06	.....	9 13	.....
175	175.75	TP.....OTTERVILLE..... 5.43	4 11	11 44	.....	5 10	7 14	.....	9 21	.....
181	181.18	LS.....SMITHTON..... 6.61	4 18	11 49	.....	5 16	7 19	.....	9 27	.....
187	187.79	CS.....M-K-T CROSSING..... 1.15	4 26	11 55AM ⁷⁸	.....	5 23	7 25	.....	9 34	.....
188	188.94	CS.....SEDALIA.....WCTY 6.80	s 4 45	s 12 01PM	VIA RIVER SUBDIV.	s 5 35	s 7 30	.....	s 9 40	.....
195	195.74	P.....DRESDEN..... 5.17	4 55	12 07	.....	5 43	7 36	.....	9 48	.....
200	200.01	LS.....LAMONTE..... 7.22	5 01	12 11	.....	5 48	7 41	.....	9 53	.....
208	208.13	LS.....KNOENOSTER..... 3.66	z 5 09	12 17	.....	f 5 58 ¹⁴	7 47	.....	z 10 00	.....
211	211.70	P.....MONTERRAT..... 6.61	5 13	12 20	.....	6 05	7 50	.....	10 05	.....
218	218.40	CS.....WARRENSBURG..... 6.05	s 5 22	s 12 28	.....	s 6 15	z 7 56	.....	s 10 15 ⁷⁰	.....
224	224.45	TP.....CENTERVIEW.....C* 8.38	z 5 30	12 34	.....	6 24	8 02	.....	10 22	.....
232	232.83	LS.....HOLDEN..... 4.73	5 39	z 12 44	.....	k 6 35	8 10	.....	10 30	.....
237	237.56	P.....KINGSVILLE..... 5.52	5 44	12 49	.....	6 42	8 14	.....	10 35	.....
242	243.08	P.....STRASBURG..... 6.19	5 50	12 55	.....	6 49	8 19	.....	10 40	.....
249	249.27	CS.....PLEASANT HILL...WY* 3.07	s 6 15 ⁹²	k 1 05 ⁹³	.....	1 10PM ⁹³	m 7 15	p 8 25	8 02PM	s 10 59
252	252.34	P.....AVON..... 2.73	6 20	1 10	.....	1 15	7 21	8 28	8 05	11 03
254	255.07	P.....GREENWOOD..... 4.80	.....	.....	.....	f 1 19	.....	.....	.....	.....
259	259.87	LS.....LEE'S SUMMIT..... 5.97	z 6 32	k 1 20	.....	s 1 26	7 34	8 35	s 8 15	11 12
265	265.84	P.....LITTLE BLUE..... 5.39	6 41	1 30	.....	1 36	7 42	8 41	8 23	11 20
271	271.23	P.....ELM PARK..... 2.04	6 50	1 39	.....	1 45	7 50	8 49 ⁷⁰	8 29 ⁷⁰	11 28
273	273.27	CS.....INDEPENDENCE..W* 3.57	s 7 05	k 1 48	.....	s 1 53	z 7 59	z 8 55	s 8 32	m 11 35
276	276.84	(.....)ROCK CREEK JCT... 1.40	.....	.....	.....	.....	.....	.....	.....	.....
278	278.24	(.....)KCSW JCT..... 0.80	.....	.....	.....	.....	.....	.....	.....	.....
B 1	279.04	CS.....KANSAS CITY EAST YARD. CTWY	.....	.....	.....	.....	.....	.....	.....	.....
282	283.03	CS.....KANSAS CITY UNION STATION.....	7 30AM	2 10PM	4 35PM	2 20PM	8 25PM	9 15PM	8 55PM	11 55PM
	157.70		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Mileage 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. 81 NOVEMBER 11, 1945		TRAINS EASTWARD											
						FIRST CLASS											
						20 Passenger	12 Passenger	212 Passenger	34 Passenger	6 Passenger	14 Passenger	10 Passenger	210 Passenger				
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
Yd.	157.70	CS. Jefferson City. OCWTY } 2.62		s	4 50AM	s	9 48AM	.....	s	3 15PM	s	3 18PM	s	7 45PM	s	3 45AM	.....
.....	155.08	P. SR JCT. } 4.46			4 38		9 44	.....		2 55PM		3 14		7 40		3 38	.....
54	150.62	P. SCOTT 2.83			4 32		9 40	.....		.....		3 09		7 35		332 79	.....
23	147.70	P. ELSTON 5.02			.....		.....	.....		.....		.....		.....		.....	.....
e 44 w 23	142.77	P. CENTERTOWN 4.46		*	4 22		9 32	.....		.....		3 00		7 25		320 9	.....
70	138.31	P. McGIRK 2.37		*	4 17		9 28	.....		.....		2 55		7 19		3 08	.....
33	135.94	P. BRANT 3.29			.....		.....	.....		.....		.....		.....		.....	.....
75	132.65	LS. CALIFORNIA 6.25		W*	4 10 79		z 9 22	.....		.....		z 2 49		7 13		s 3 01	.....
42	126.40	P. CLARKSBURG 6.24		*	4 02		9 16	.....		.....		2 42		7 07		2 49	.....
70	120.16	LS. TIPTON 3.52		*	3 55 9		9 10	.....		.....		z 2 36		7 01 11		s 2 41	.....
45	116.64	P. DOW 1.74			.....		.....	.....		.....		.....		.....		.....	.....
46	114.90	LS. SYRACUSE 7.62		*	3 43		9 05	.....		.....		2 30		6 49		2 32	.....
50	107.28	TP. OTTERVILLE 5.43		*	3 34		8 57	.....		.....		2 23		6 41		2 23	.....
66	101.85	LS. SMITHTON 6.61		*	3 28		8 52	.....		.....		2 18		6 35		2 16	.....
.....	95.24	CS. M-K-T CROSSING 1.15			3 22		8 47	.....		.....		2 12		6 27		2 08	.....
Yd.	94.00	CS. SEDALIA 6.80		WCTY	s 3 20		8 45 83	.....		.....		s 2 10		s 6 25		s 2 05	.....
42	87.29	P. DRESDEN 5.17		*	3 00		8 37	.....		VIA RIVER SUBDIV.		2 00		6 10		1 37	.....
54	82.12	LS. LAMONTE 7.22		*	2 54		8 32	.....		.....		1 55		6 05		1 31	.....
56	74.90	LS. KNOBOSTER 3.66		*	z 2 47		8 26	.....		.....		1 48		f 5 58 15		1 23	.....
38	71.24	P. MONTSERAT 6.61		*	2 43		8 23	.....		.....		1 45		5 52		1 18	.....
46	64.63	CS. WARRENSBURG 6.05		*	z 2 36		z 8 17 92	.....		.....		s 1 38		s 5 45		s 1 10	.....
46	58.58	TP. CENTERVIEW 8.38		C*	z 2 27		8 10	.....		.....		1 30		5 35		12 57	.....
65	50.20	LS. HOLDEN 4.73		*	b 2 17		8 02	.....		.....		z 1 22		z 5 26		s 12 46	.....
54	45.47	P. KINGSVILLE 5.52		*	2 11		7 58 79	.....		.....		1 17		5 21		12 36	.....
60	39.95	P. STRASBURG 6.19		*	2 05		7 53	.....		.....		1 12		5 16		12 30	.....
e 36 w 27	33.76	CS. PLEASANT HILL 3.07		WY*	s 1 50		a 7 47	s 8 40AM		.....		z 1 05 205 93		c 5 10		12 24	s 12 50AM
80	30.69	P. AVON 2.73			1 34		7 43	8 22		.....		1 00		5 07		12 20	12 35
.....	27.96	P. GREENWOOD 4.80		*	.....		.....	f 8 17		.....		.....		.....		.....	.....
84	23.16	LS. LEE'S SUMMIT 5.97		*	s 1 25		7 35	s 8 10		.....		z 12 52		4 59		12 12	s 12 25
48	17.19	P. LITTLE BLUE 5.39		*	1 14		7 28	f 8 01		.....		12 45		4 53		12 03AM	12 13
.....	11.80	P. ELM PARK 2.04			1 08		7 23	7 54		.....		12 39		4 46		11 56PM	12 05AM
.....	9.76	CS. INDEPENDENCE 3.57		W*	f 1 05		z 7 20	s 7 50		.....		q 12 36		z 4 43		11 53	s 11 59PM
.....	6.19	P. ROCK CREEK JCT 1.40			.....		.....	.....		.....		.....		.....		.....	.....
.....	.....	KC SW JCT 0.80			.....		.....	.....		.....		.....		.....		.....	.....
.....	.....	CS. KANSAS CITY EAST YARD } CTWY			.....		.....	.....		.....		.....		.....		.....	.....
.....	.....	KANSAS CITY UNION STATION			12 45AM		7 05AM	7 30AM		9 45AM		12 20PM		4 25PM		11 30PM	11 35PM
.....	157.70				Daily		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. 81 NOVEMBER 11, 1945	TRAINS WESTWARD						
			SECOND CLASS						
			61	79	93	95	81	75	71
STATIONS			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily
125	125.33	CTC CS. Jefferson City. OCWTY } 2.62 SR JCT. } 4.46 Two Main Tracks	2 15AM	3 05AM	6 00AM	8 00AM	9 00AM	6 30PM	11 30PM
127	127.95		2 20	3 10	6 05	8 05AM	9 05AM	6 35PM	11 35PM ⁶⁸
132	132.41	P. SCOTT		3 32 ¹⁰	6 12				
135	135.24	P. ELSTON							
140	140.26	P. CENTER TOWN		3 47	6 25				
144	144.72	P. MCGIRK		3 53	6 32				
146	147.09	P. BRANT							
150	150.38	LS. CALIFORNIA		4 10 ²⁰	7 01				
156	156.63	P. CLARKSBURG		4 25	7 12				
162	162.87	LS. TIPTON		4 35	7 35				
166	166.39	P. DOW							
168	168.13	LS. SYRACUSE		4 45	7 45				
175	175.75	TP. OTTERVILLE		4 55	7 57				
181	181.18	LS. SMITHTON		5 05	8 15				
187	187.79	CS. M-K-T CROSSING		5 15	8 25				
188	188.94	CS. SEDALIA		5 45	8 45 ¹²				
195	195.74	P. DRESDEN	VIA RIVER SUBDIV.	6 05	9 00				
200	200.91	LS. LAMONTE		6 15	9 20 ⁹²				
208	208.13	LS. KNOBNOSTER		6 30	10 00				
211	211.79	P. MONTERRAT		6 38	10 10				
218	218.40	CS. WARRENSBURG		6 55	10 50 ⁷⁸				
224	224.45	TP. CENTERVIEW		7 15 ⁹²	11 05				
232	232.83	LS. HOLDEN		7 35	11 35				
237	237.56	P. KINGSVILLE		7 58 ¹²	11 50AM				
242	243.08	P. STRASBURG		8 17	12 05PM				
249	249.27	CS. PLEASANT HILL		8 30AM	12 20 ⁵ 1 20 ²⁰⁵				
252	252.34	P. AVON			1 30				
254	255.07	P. GREENWOOD							
250	259.87	LS. LEE'S SUMMIT			1 59				
265	265.84	P. LITTLE BLUE			2 20				
271	271.23	P. ELM PARK			2 35				
273	273.27	CS. INDEPENDENCE			2 50				
276	276.84	ROCK CREEK JCT.							
278	278.24	KCSW JCT.							
B 1	279.04	CS. KANSAS CITY EAST YARD		10 00AM	3 30PM	3 30PM	2 00AM	5 00AM	
282	283.03	KANSAS CITY UNION STATION							
		157.70	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily

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

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

9

TIME-TABLE No. 81

NOVEMBER 11, 1945

TRAINS EASTWARD SECOND CLASS

Siding Capacity in Cars	Miles from Kansas City	STATIONS	TRAINS EASTWARD									
			SECOND CLASS									
			66	92	272	62	88	78	80	94	68	70
			Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Tonnage	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily
Yd.	157.70	CS. Jefferson City. OCWTY ^{2.02}	6 55AM	2 25PM		12 30PM	2 50PM	2 15PM	8 00PM	2 30PM	11 59PM	1 15AM
	155.08	P. SR JCT. ^{4.46}	6 50	2 10		11 30AM	2 45PM	2 00	7 00PM	2 20PM	11 35 ⁷¹	12 35
54	150.82	P. SCOTT ^{2.83}		2 00				1 45				12 28
23	147.79	P. ELSTON ^{5.02}										
e 44 m 23	142.77	P. CENTERTOWN ^{4.46}		1 45				1 30				12 18
70	138.31	P. McGIRK. ^{2.37}		1 30				1 20				12 12
33	135.94	P. BRANT ^{3.29}										
75	132.05	LS. CALIFORNIA ^{6.25} W*		1 10 ⁷⁸				1 10 ⁹²				12 05AM
42	126.40	P. CLARKSBURG ^{6.24}		12 15PM				12 55				11 58PM
70	120.16	LS. TIPTON ^{3.52}		11 59AM				12 45				11 50
45	116.64	P. DOW ^{1.74}										
46	114.90	LS. SYRACUSE ^{7.62}		11 36 ⁵				12 35				11 40
50	107.28	TP. OTTERTVILLE ^{5.43}		11 00				12 20				11 28
66	101.85	LS. SMITHTON ^{6.61}		10 45				12 10PM				11 20
	95.24	CS. M-K-T CROSSING ^{1.15}		10 30				11 55AM ⁵				11 10
Yd.	94.09	CS. SEDALIA ^{6.80} WCTY		9 55				11 33				11 00
42	87.29	P. DRESDEN ^{5.17}	VIA RIVER SUBDIV.	9 30		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	11 23	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 48
54	82.12	LS. LAMONTE ^{7.22}	VIA RIVER SUBDIV.	9 20 ⁹³		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	11 15	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 40
56	74.90	LS. KNOBOSTER ^{3.66}	VIA RIVER SUBDIV.	9 00		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	11 06	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 30
38	71.24	P. MONTERRAT ^{6.61}	VIA RIVER SUBDIV.	8 30		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 59	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 25
46	64.63	CS. WARRENSBURG ^{6.05}	VIA RIVER SUBDIV.	8 17 ¹²		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 50 ⁹³	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 15 ¹⁹
46	58.58	TP. CENTERVIEW ^{8.38} C*	VIA RIVER SUBDIV.	7 15 ⁷⁹		VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 40	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 51
65	50.20	LS. HOLDEN ^{4.73}		6 55				10 26				9 41
54	45.47	P. KINGSVILLE ^{5.52}		6 40				10 18				9 35
60	39.95	P. STRASBURG ^{3.19}		6 30				10 10				9 28
e 36 w 27	33.76	CS. PLEASANT HILL ^{3.07} WY		6 15 ⁹ 5 30	5 45AM			10 00AM				9 20
80	30.69	P. AVON ^{2.73}		5 20	5 30							9 14
	27.96	P. GREENWOOD ^{4.80}										9 11
84	23.16	LS. LEE'S SUMMIT ^{5.97}		5 05	5 20							9 05
48	17.10	P. LITTLE BLUE ^{5.39}		4 45	5 05							8 56
	11.80	P. ELM PARK ^{2.04}		4 35	4 55							8 49 ¹¹ 8 29 ²¹¹
	9.76	CS. INDEPENDENCE ^{3.57} W*		4 30	4 50							8 20
	6.10	ROCK CREEK JCT. ^{1.40}										
		KC SW JCT. ^{0.80}										
		CS. KANSAS CITY EAST YARD. SCTWY	2 10AM	4 00AM	4 30AM	5 10AM	9 00AM	1 30PM		6 30PM		8 00PM
		KANSAS CITY UNION STATION										
	157.70		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily

RIVER SUBDIV.—SR JCT. TO ETON

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945	TRAINS WESTWARD							
			FIRST CLASS		SECOND CLASS					
			33 Passenger	61 Red Ball Freight	95 Local Freight	81 Red Ball Freight	97 Local Freight	75 Red Ball Freight	71 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	
127.95		P.....SR JCT.....	11 48AM	2 20AM	8 05AM	9 05AM		6 35PM	11 35PM ⁶⁸	
129.31		CTC { P.....AAJCT.....	11 50	2 25	8 10	9 10		6 40	11 40	
130.07		P.....BB JCT.....	11 52AM	2 30	8 15	9 15		6 45 ⁸⁰	11 45PM	
G 10 139.12		P.....MARION.....	12 02PM							
G 15 143.87		CS...SANDY HOOK.....	12 09	2 50	8 40	9 35		7 05	12 05AM	
G 22 151.19		LS...LUPUS.....	12 19	3 05	9 00	9 50		7 16	12 16	
G 27 156.78		LS...WOOLDRIDGE.....	12 27	3 15	9 10	10 15 ⁶²		7 25	12 24	
G 32 161.04		P.....OVERTON.....	12 32							
G 35 164.66		P.....Merna.....	1238 ⁹⁴	3 30	9 25	10 30		7 40	12 36	
G 41 170.85		CS...BOONVILLE.....	12 50	3 40	9 45 ⁶²	10 40		7 50	12 46	
177.20		P.....OC JCT.....	100 ⁸⁸	3 50	9 55	10 50		8 01	12 56	
180.21		P.....FF JCT.....	1 05	3 55	10 00	10 55 ⁹⁴		8 07	1 01	
G 58 186.91		CS...BLACKWATER.....	1 15 ³⁴	4 10	10 25 ⁹⁴	11 10		8 17	1 15	
G 60 189.05		LS...NELSON.....	1 20							
G 66 195.02		P.....NAPTON.....	1 28	4 45 ⁶⁶	10 40	11 30		8 30	1 30	
G 73 202.17		CS...MARSHALL JCT.....	{ 1 38 1 56	5 05	11 00	{ 11 58AM ⁸⁸ 12 10PM ³⁴		8 45	1 42	
G 80 209.66		P.....STANHOPE.....	j 2 06	5 20	11 20	12 25		9 03 ⁶⁸	1 54	
G 86 215.23		LS...MALTA BEND.....	* f 2 15	5 30	{ 11 37 11 53AM ³⁴	12 35		9 15	2 04	
G 91 219.94		TP...GRAND PASS.....	* j 2 21							
G 95 224.57		CS...WAVERLY.....	* W j 2 27	5 47	12 55PM ⁸¹	12 55 ⁹⁵		9 35	2 20	
G 101 230.58		P.....HODGE.....	* j 2 36	6 00	1 30	1 05		9 45	2 30	
G 106 235.28		P.....DOVER.....	* j 2 43							
245.68		P.....GG JCT.....	300 ⁸⁰	6 30	2 00	1 25		10 15	3 05	
G 118 247.63		CS...MYRICK.....	W C Y s 3 10	7 00	2 30PM	1 50	10 30AM	10 25	3 25	
240.48		P.....HH JCT.....	3 15	7 10		1 55	10 53 ³⁴	10 30	3 40	
G 124 253.41		TP...WELLINGTON.....	* j 3 22							
G 129 258.00		LS...NAPOLEON.....	* j 3 30	7 30		2 27 ⁸⁰	11 15	10 50	3 56	
G 132 261.54		P.....LEVASY.....	* j 3 37							
G 136 265.18		LS...BUCKNER.....	* j 3 45	7 50		2 45	11 45AM	11 10	4 10 ⁹⁶	
G 139 268.70		LS...LAKE CITY.....	W s 3 50	8 00		2 52	12 05PM	11 20	4 17	
274.37		P.....JJ JCT.....	3 59	8 15		3 02	12 15	11 35	4 26	
276.23		CS. ETON-A. T. & S. F. Jct...	4 05	8 45		3 07	12 20	11 40PM	4 30	
283.84		CS...CONGO.....								
284.59		ROCK CREEK JCT.....								
285.99		KCSW JCT.....								
B 1 286.79		CS...KANSAS CITY EAST YARD. §CTWY		10 00AM		3 30PM	1 45PM	2 00AM	5 00AM	
282 290.78		KANSAS CITY UNION STATION.....	.4 35PM							
162.83			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	

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

RIVER SUBDIV.—ETON TO SR JCT.

Siding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 81 NOVEMBER 11, 1945		TRAINS EASTWARD											
				FIRST CLASS		SECOND CLASS									
				34		66	96	62	94	88	80	68			
STATIONS				Passenger		Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Tonnage Freight	Red Ball Freight	Red Ball Freight			
				Daily		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily			
162.83		CTC	P.	SR JCT.	2 55PM			6 50AM		11 30AM	2 20PM	2 45PM	7 00PM	11 35PM ⁷¹	
161.47	1.36			AA JCT.	2 52			6 45		11 15	2 15	2 38	6 50	11 30	
159.81	1.66	P.		BB JCT.	2 49			6 40		11 10	2 10	2 34	6 45 ⁷⁵	11 25	
151.66	8.15			MARION	f 2 36										
190 146.91	4.75	CS.		SANDY HOOK	f 2 29			6 20		10 45	1 50	2 10	6 27	10 50	
75 139.59	7.32			LUPUS	s 2 18			6 05		10 25	1 25	1 55	6 15	10 38	
189 134.00	5.59	LS.		WOOLDRIDGE	s 2 09			5 55		10 15 ⁸¹	1 00	1 45	6 05	10 27	
129.74	4.26			OVERTON	s 2 01										
125 126.12	3.62	P.		MERNA	f 1 55			5 43		10 00	12 38PM ³³	1 30	5 50	10 13	
59 119.93	6.19			BOONVILLE	s 1 45			5 32		9 45 ⁹⁵	11 55AM	1 15	5 40	10 05	
113.58	6.35	P.		CO JCT.	1 30			5 20		9 30	11 00	1 00 ³³	5 30	9 55	
110.57	3.01			FF JCT.	1 25			5 15		9 25	10 55 ⁸¹	12 40	5 25	9 50	
130 103.87	6.70	CS.		BLACKWATER	s 1 15 ³³			5 00		9 10	10 25 ⁹⁵	12 30	5 10	9 38	
101.13	2.74			NELSON	s 12 51										
125 95.76	5.37	P.		NAPTON	s 12 40			4 45 ⁶¹		8 42	9 55	12 14PM	4 40	9 25	
125 88.61	7.15			MARSHALL JCT.	f 12 30			4 34		8 27	9 30	11 58AM ⁸¹	4 27	9 14	
125 81.12	7.49	P.		STANHOPE	f 12 01PM			4 23		8 15	8 40	11 46	4 12	9 03 ⁷⁵	
203 75.55	5.57			MALTA BEND	s 11 53AM ⁹⁵			4 15		8 00	8 25	11 37 ⁹⁵	4 00	8 52	
70.84	4.71	TP.		GRAND PASS	s 11 45										
125 66.21	4.63			WAVERLY	s 11 38			4 00		7 40	7 55	11 19	3 35	8 35	
190 60.20	6.01	P.		HODGE	f 11 27			3 52		7 30	7 40	11 09	3 25	8 24	
55.50	4.70			DOVER	f 11 20										
45.10	10.40	P.		GG JCT.	11 05			3 30		7 05	7 10	10 38	3 00 ³³	7 59	
Yd. 43.15	1.95			MYRICK	s 11 00			3 25	5 45AM	7 00	7 05AM	10 34	2 55	7 55	
41.30	1.85	P.		HH JCT.	10 53 ⁹⁷			3 22	5 15	6 40		10 30	2 45	7 51	
37.37	3.93			WELLINGTON	s 10 49										
125 32.78	4.59	LS.		NAPOLEON	s 10 41			3 10	4 50	6 22		10 11	2 27 ⁸¹	7 36	
29.24	3.54			LEVASY	f 10 34										
125 25.60	3.64	LS.		BUCKNER	s 10 29			2 59	4 10 ⁷¹	6 05		9 54	2 16	7 23	
135 22.08	3.52			LAKE CITY	s 10 23			2 54	3 50	5 55		9 45	2 10	7 16	
16.51	5.57	P.		JJ JCT.	10 15			2 45	3 35	5 45		9 35	2 03	7 06	
14.55	1.96			ETON-A. T. & S. F. Jct.	10 12			2 40	3 30	5 40		9 30	2 00	7 02	
6.94	7.61	CS.		CONGO											
	0.75			ROCK CREEK JCT.											
	1.40			KC SW JCT.											
	0.80			KANSAS CITY EAST YARD	sctwy			2 10AM	3 00AM	5 10AM		9 00AM	1 30PM	6 30PM	
		CS.		KANSAS CITY UNION STATION	9 45AM										
	162.83				Daily		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	

LEXINGTON SUBDIV.—BETWEEN SEDALIA AND MYRICK

TRAINS WESTWARD SECOND CLASS		Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS	
695 Local Freight							696 Local Freight	
Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	
6 00AM	188.94	CS.....	SEDALIA..	WCTY	188	Yd.	s 10 45AM	
f 6 10	192.80	.....	GEORGETOWN	.....	LA 3	.....	f 10 10
s 6 30	199.52	LS...	HUGHESVILLE	.....	LA 10	.....	f 9 55
s 6 55	205.13	LS.....	HOUSTONIA	.....	LA 16	.....	f 9 40
s 7 20	211.64	LS...	SWEET SPRINGS	.....	LA 22	24	f 9 20
s 7 40	215.87	TP.....	EMMA	.....W	LA 26	.....	s 9 05
s 8 05	219.92	LS.....	CONCORDIA	.....	LA 30	.....	s 8 50
s 8 30	227.12	.....	AULLVILLE	.....	LA 38	.....	f 8 30
s 8 50	231.90	LS...	HIGGINSVILLE	.....	LA 42	.....	s 8 00
f 8 55	233.61	...	CONFEDERATE HOME	.....	LA 44	.....	f 7 30
f 9 00	235.60	.....	PAGE CITY	.....	LA 46	.....	f 7 25
f 9 15	240.57	.....	ARGONNE	.....	LA 51	.....	f 7 10
s 9 30	244.39	.....	LEXINGTON	.....	LA 55	23	f 6 50
s 9 45AM	246.15	CS.....	MYRICK	.....WCTY	G 118	Yd.	6 30AM
Daily Ex. Sunday			57.21				Daily Ex. Sunday	

WARSAW SUBDIV.—BETWEEN SEDALIA AND WARSAW

TRAINS WESTWARD SECOND CLASS		Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS	
697 Local Freight							698 Local Freight	
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 JCT. AND RK JCT.

TRAINS WESTWARD FIRST CLASS		Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD FIRST CLASS	
35 Passenger							32 Passenger	
Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	
6 33PM	24.08	P.....	JB JCT	.....	.....	.....	6 50AM
f 6 35	25.78	P.....	YEATMAN	.....	25	45	f 6 46
s 6 37	26.51	LS....	GLENCOE	.....*	26	.....	s 6 44
6 42PM	29.70	R.....	RK JCT	.....	.....	.....	6 39AM
Daily Ex. Sunday			5.62				Daily Ex. Sunday	

BAGNELL SUBDIV.—BETWEEN JEFFERSON CITY AND BAGNELL

TRAINS WESTWARD FIRST CLASS		Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD FIRST CLASS	
			STATIONS					
.....	125.33	CS.....	Jefferson City	.....OCWTY	125	Yd.	.....
.....	133.10	.....	SCRUGGS	.....	GA 8	5	.....
.....	138.06	.....	LOHMAN	.....	GA 13	10	.....
.....	144.40	LS....	RUSSELLVILLE	.....	GA 19	22	.....
.....	149.24	.....	ENON	.....	GA 24	.....	.....
.....	153.27	LS.....	OLEAN	.....	GA 28	15	.....
.....	158.65	LS.....	ELDON	.....W	GA 33	19	.....
.....	159.00	.....	C. R. I. & P. CROSSING	.....	.....	.....	.....
.....	161.95	.....	AURORA SPRINGS	.....	GA 37	.....	.....
.....	168.78	LS.....	BAGNELL	.....T	GA 45	Yd.	.....
			43.45					

MARSHALL SUBDIV.—BETWEEN MARSHALL JCT. AND MARSHALL

TRAINS WESTWARD FIRST CLASS				Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIME-TABLE No. 81 NOVEMBER 11, 1945		Station Numbers	Miles from Kansas City	TRAINS EASTWARD FIRST CLASS			
635 Passenger		633 Passenger								636 Passenger		634 Passenger	
Daily		Daily				STATIONS				Daily		Daily	
.....	12 11PM	.....	1 38PM	.....	202.17	CS.....	MARSHALL JCT.	.....Y	G 73	88.61	1 56PM	12 30PM	.....
.....	s 12 16PM ⁶³⁴	.....	s 1 46PM ⁶³⁶	Yd.	204.08	LS....	MARSHALL	.....	GB 2	90.52	1 48PM ⁶³³	12 20PM ⁶³⁵	.....
	Daily		Daily				1.91				Daily	Daily	

Mileage 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. 695 is superior to No. 696.
- Warsaw Subdiv. No. 697 is superior to No. 698.
- Marshall Subdiv. No. 635 is superior to No. 634.
No. 633 is superior to No. 636.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2 (a). MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

- CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.
- CONSIST "B".....Engines other than Diesel passenger engines with all passenger cars of any type; or Diesel passenger engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.
- CONSIST "C".....Diesel passenger engines with streamlined—LOW center of gravity cars, and in addition, one or more streamlined—HIGH center of gravity cars. Passenger cars MP 6330, 6332, 6333 and 6334, and Sleepers Shrine Tower, Beacon Tower, and Temple Tower are Streamlined—HIGH center of gravity cars.
- CONSIST "D".... Diesel passenger engines with Streamlined, light-weight—LOW center of gravity cars only. MP passenger cars of the 700 series, Sleepers Gunnison River, Eagle River, Colorado River, Arkansas River, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR								
	Consist "A"		Consist "B"		Consist "C"			Consist "D"	
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	
Kirkwood :—St. Louis Terminal									
Between Grand Ave. and Tower Grove Jct..	35	45	45	45		45	45	Five miles	
Between Tower Grove Jct. and Kirkwood..	45	60	75	60	Speed	75	60		
Oak Hill, St. Louis Terminal.....	25	35	35	35		35	35	per hour	
Carondelet, St. Louis Terminal.....	25	25	25	25		25	25		
St. Louis.....	55	75	90	80	shown on	90	80	above speed	
Sedalia.....	55	75	90	80		90	80		
Glencoe.....	40	60	60	60		60	60		
River.....	40	50	50	50	slow speed	50	50	shown on	
Lexington.....	25	25	25	25		25	25		
Bagnell.....	20	20	20	20		20	20	slow speed	
Warsaw.....	20	20	20	20	signs	20	20		
Marshall.....	15	20	20	20		20	20	signs	

2 (b). MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will Govern).

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

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES		GCL AND IGN ENGINES	
Numbers	MPH	Numbers	MPH
1 to 173.....	60	1801 to 1818.....	45
400 to 487.....	45	2101 to 2125.....	90
501 to 512(D).....	65	2201 to 2215.....	90
800 to 815(D).....	30	2307 to 2398.....	55
1201 to 1280.....		2504 to 2523.....	60
Psg. Service.....	55	2638 to 2651.....	50
Frt. Service.....	63	2707.....	60
1301 to 1325.....		4000.....	30
Psg. Service.....	55	4100 and 4101(D).....	35
Frt. Service.....	63	4102 and 4103(D).....	75
1401 to 1571.....		5201 to 5207.....	55
Psg. Service.....	55	5308 to 5316.....	80
Frt. Service.....	63	5321 to 5327.....	90
1701 to 1714.....	55	5335 to 5344.....	80
1715 to 1719.....	50	5502 to 5539.....	80
1720 to 1729.....		6001.....	90
Roller Bearing		6401 to 6444.....	80
Equipped (See		6501 to 6521.....	70
Note A).....	63	6601 to 6629.....	80
Not Roller Bearing		7000 to 7004(PD).....	100
Equipped		7100(PD).....	90
(See Note B). 55		9000 to 9012(D).....	35
		9102 to 9119(D).....	35

D—Diesel. PD—Passenger Diesel.
Note "A"—1720-1721-1723-1725-1726-1727.
Note "B"—1722-1724-1728-1729.

3. SPEED RESTRICTIONS: (Where Maximum Speed is LOWER, it will Govern).

3 (a). Engines Light Moving Forward:

Engines running light in forward motion with or without caboose.....	45
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3 (b). Engines Running Backward:

Engines running backward with or without cars:	
St. Louis, Glencoe, Sedalia and River Subdivs.....	25
Lexington, Warsaw, Marshall and Bagnell Subdivs.....	15
Engines not equipped with engine trucks must be moved tender forward in road movement.	

3 (c). Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 turnouts and crossovers, entire train.....	10
Through No. 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 Spring Switch.....	10
In straightaway movement when moving points of No. 20 Spring Switch.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	
Through No. 20 Equilateral Turnouts, entire train.....	50
Through No. 20 Equilateral Turnout, Elm Park, when moving points of No. 20 Spring Switch.....	30

SPECIAL INSTRUCTIONS

	Miles Per Hour	
	Consist "A"	Consists "B" "C" and "D"
3 (d). Specific Locations Where Speed is Restricted:		
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
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: North and South tracks, 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
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.		

LOCATIONS DESIGNATED BY MILES POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED 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

Carondelet Subdiv. (St. Louis Terminal):

10	23	6	23	19	10	23	18	23	6
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Oak Hill Subdiv. (St. Louis Terminal):

Northward					Southward				
20	10	29	9	30	20	9	23	10	29

St. Louis Subdiv.:

Eastward					Westward				
45	125	19	124	31	65	13	36	17	19
65	124	28	124	21	70	18	02	19	31
70	123	35	123	26	70	20	15	20	22
70	121	20	121	06	60	21	02	21	22
70	120	38	120	26	70	22	21	22	32
70	119	38	119	24	70	23	12	27	03
55	118	22	117	26	55	27	03	27	31
55	116	25	115	29	70	30	22	31	12
70	109	35	109	28	70	32	24	33	14
65	109	05	108	30	70	33	30	34	19
70	107	23	107	16	70	37	21	39	00
60	107	01	106	33	70	40	00	40	23
55	97	29	95	08	65	41	24	42	11
65	94	20	94	15	65	48	35	49	27
70	94	02	93	32	70	58	18	58	38
55	93	02	92	37	60	61	28	62	00
70	92	11	92	06	60	63	15	64	00
55	89	26	89	14	60	64	36	65	12
50	89	10	88	35	55	67	00	67	17
45	88	30	88	15	60	70	27	70	36
45	88	07	87	36	70	71	08	71	12
60	87	33	87	29	60	72	09	72	19
60	86	15	86	09	60	73	15	74	16
55	84	35	83	35	60	75	17	75	28
55	81	16	80	09	55	80	09	81	16
60	75	28	75	17	55	83	35	84	35
60	74	16	73	15	60	86	09	86	15
60	72	19	72	09	60	87	29	87	33
70	71	12	71	08	45	87	36	88	07
60	70	36	70	27	45	88	15	88	30
55	67	17	67	00	50	88	35	89	10
60	65	12	64	36	55	89	14	89	26
60	64	00	63	15	70	92	06	92	11
60	62	00	61	28	55	92	37	93	02
70	58	38	58	18	70	93	32	94	02
65	49	27	48	35	65	94	15	94	20
65	42	11	41	24	55	97	24	97	29
70	40	23	40	00	60	106	33	107	01
70	39	00	37	21	70	107	16	107	23
70	34	19	33	30	65	108	30	109	05
70	33	14	32	24	70	109	28	109	35
70	31	12	30	22	55	115	29	116	25
55	27	31	27	03	55	117	26	118	22
70	27	03	23	12	70	119	24	119	38
70	22	32	22	21	70	120	26	120	38
60	21	22	21	02	70	121	06	121	20
70	20	22	20	15	70	123	26	123	35
70	19	31	18	02	65	124	21	124	28
65	17	19	13	36	45	124	31	125	19

3 (d). (Continued):

Permissible Speed in Miles per hour	Eastward				Permissible Speed in Miles per hour	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	272	36	45	125	19	126	24
50	272	28	270	15	65	126	24	128	38
55	269	15	268	02	50	128	38	129	33
45	268	02	267	02	60	129	35	135	32
65	265	04	264	24	50	136	22	139	00
45	263	38	262	18	55	139	00	143	34
65	262	18	260	05	70	146	03	146	19
55	259	31	259	16	60	146	22	147	22
65	257	07	256	16	70	147	26	148	37
45	249	15	248	20	50	150	06	150	30
65	244	31	244	01	70	151	05	151	22
70	232	05	231	28	70	153	22	154	00
65	227	31	227	20	60	154	14	155	36
60	222	16	221	33	70	156	28	157	10
55	221	15	220	38	70	157	24	158	02
55	220	09	219	02	70	158	13	158	33
35	219	02	217	25	70	160	37	161	10
70	212	21	211	38	50	162	05	163	01
65	206	05	205	12	70	166	37	167	09
65	193	18	192	40	55	168	13	169	25
60	192	18	191	31	55	170	20	171	06
70	186	38	185	35	70	173	05	173	16
70	183	38	183	23	60	173	32	174	12
60	178	27	178	08	70	176	05	176	20
70	178	04	177	10	70	177	10	178	04
70	176	20	176	05	60	178	08	178	27
60	174	12	173	32	70	183	23	183	38
70	173	16	173	05	70	185	35	186	38
55	171	06	170	20	60	191	31	192	18
55	169	25	168	13	65	192	40	193	18
70	167	09	166	37	65	205	12	206	05
50	163	01	162	05	70	211	38	212	21
70	161	10	160	37	35	217	25	219	02
70	158	33	158	13	55	219	02	220	09
70	158	02	157	24	55	220	38	221	15
70	157	10	156	28	60	221	33	222	16
60	155	36	154	14	65	227	20	227	31
70	154	00	153	22	70	231	28	232	05
70	151	22	151	05	65	244	01	244	31
50	150	30	150	06	45	248	20	249	15
70	148	37	147	26	65	256	16	257	07
60	147	22	146	22	55	259	16	259	31
70	146	19	146	03	65	260	05	262	18
55	143	34	139	00	45	262	18	263	38
50	139	00	136	22	65	264	24	265	04
60	135	32	129	35	45	267	02	268	02
50	129	33	128	38	55	268	02	269	15
65	128	38	126	24	50	270	15	272	28
45	126	24	125	19	45	272	36	276	30

River Subdiv.:

30	129	18	129	9	30	129	9	129	18
45	173	2	171	6	45	171	6	173	2
35	177	5	176	5	35	176	5	177	5
45	185	13	185	5	45	185	5	185	13
45	188	3	187	24	45	187	24	188	3
45	193	28	193	12	45	193	12	193	28
35	251	10	250	20	35	250	20	251	10

3 (e). Disabled Engines and Engines in Tow:

Miles Per Hour

Motor cars dead in tow.....	50
(See Section 25 of Special Instructions in Pamphlet form).	
Diesel engines dead in tow:	
Nos. 800 to 815.....	30
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9155, 9200 to 9206.....	35
Nos. 501 to 512.....	65
Nos. 4102 and 4103.....	75
Nos. 7000 to 7004.....	100
No. 7100.....	90

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.

Steam engines dead in tow:

With side rods in position, main rods disconnected..... 35

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 the side rods down
ON AUTHORITY OF SUPERINTENDENT.

With part or all of side rods down..... 15

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

Moving backward in tow: (Side Rods in position)

St. Louis, Glencoe, Sedalia, and River Subdivisions..... 25

Lexington, Warsaw, Marshall and Bagnell Subdivisions.... 15

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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

Disabled Engines:

With front drivers blocked..... 20

Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding..... 6

Further movement must be authorized by Superintendent.

Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side..... 15

3 (f). Work Equipment, Derricks, Cranes, etc.:

	Miles Per Hour
Wrecking cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	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 nor 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
Train Speed
Consist "A"

Bridge derrick cars shipped with boom disconnected must have boom disconnected at in-board 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 cranes. 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 shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

3 (f). Continued:

	Miles Per Hour
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.

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
Train Speed
Consist "A"

Rail unloaders must have boom disconnected and stored on car.

Scale test cars must be handled next to caboose... Maximum
Train Speed
Consist "A"

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

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. 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. Wm. H. Hemker	Pacific, Mo.		None	Pacific	None.
★★Dr. J. P. Post	Washington, Mo.	414 Cedar	5	421 W. 3rd	106.
★★Dr. B. P. Eisenmann	New Haven, Mo.	New Haven	101	New Haven	103.
★★Dr. Howard Warkman	Hermann, Mo.		345	1008 Washington	345.
EMERGENCY STATION	Jefferson City, Mo.	Jefferson City, Mo.			
★Dr. F. W. Gillham	Jefferson City, Mo.	Central Missouri Trust Bldg.	78	510 Jackson	1078.
★Dr. W. V. McKnelly	Jefferson City, Mo.	Central Missouri Trust Bldg.	65	1111 Moreau Drive	265.
★★Dr. J. P. Burke, Jr.	California, Mo.	Oak and Smith	15-2 Rings	Owens and Versailles	15.
★★Dr. H. C. Hume	Tipton, Mo.		55	Tipton	113.
★★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.	Igenfritz Bldg.	1050-W	828 West Sixth	1050-R.
★Dr. Wm. A. Beckemeyer	Sedalia, Mo.	120 West 5th St.		714 West 4th St.	
★★Dr. G. W. Grove	Knobnoster, Mo.		133	Knobnoster	187.
★★Dr. C. S. Johnson, Local and Dispensary Surgeon	Warrensburg, Mo.	114 East Market	4	114 East Market	695.
★★Dr. H. F. Parker, Local and Dispensary Surgeon	Warrensburg, Mo.	217½ North Holden	155	118 West Gay	60.
★★Dr. John A. Powers, Local and Dispensary Surgeon	Warrensburg, Mo.		539		558.
★★Dr. K. Rawlins, Local and Dispensary Surgeon	Holden, Mo.	West Third	43	6th and Olive	42.
Dr. L. V. Murray	Pleasant Hill, Mo.	110 First	62	206 North Armstrong	288.
Dr. E. A. Albers	Pleasant Hill		3	100 N. Jefferys	116.
★★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	Harrison 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. T. C. Beckett	Boonville, Mo.	317½ Main	78	721 Main	442.
Dr. W. E. Stone	Boonville	317½ Main	78	301 Chestnut	898.
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. C. T. Ryland	Lexington, Mo.	1922 Main	82	1809 Main	135.
★★Dr. E. C. Shelton	Eldon, Mo.		216	Eldon	82.
★★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.