

DIVISION OFFICERS

C. F. DOUGHERTY. Superintendent. Kansas City, Mo.
E. H. CAMPBELL. . . Terminal Superintendent. . Kansas City, Mo.
R. W. PARKER. . . . Assistant Terminal
Superintendent. Kansas City, Mo.
C. F. MORRISON. . . Terminal Trainmaster. . . Kansas City, Mo.
H. K. STEPHENS. . . Terminal Trainmaster. . . Kansas City, Mo.
F. E. BROMLEY. . . . Asst. Term. Trainmaster. Kansas City, Mo.
E. M. BISHOP. Trainmaster, St. Louis,
Glencoe and Bagnell
Subdivs. Jefferson City, Mo.
W. A. CATLETT. . . . Trainmaster, Sedalia
Subdiv. Jefferson City, Mo.
F. E. FLETCHER. . . Trainmaster, River,
Lexington and
Marshall Subdivs. . . . Jefferson City, Mo.
B. F. SCHNEIDER. Road Foreman of
Engines. Jefferson City, Mo.
W. R. HENEGAR. . . Road Foreman of
Engines. Jefferson City, Mo.
H. H. GREEN. Division Trainmaster. . . Jefferson City, Mo.
H. A. HOPKINS. . . . Asst. Chief Dispatcher. Jefferson City, Mo.
A. K. BOYCE. Asst. Chief Dispatcher. . Jefferson City, Mo.
K. W. BURTON. . . . Dispatcher. Pacific, Mo.
H. H. BUXTON. . . . Dispatcher. Jefferson City, Mo.
C. L. CHAPPUIS. . . Dispatcher. Pacific, Mo.
A. B. COE. Dispatcher. Pacific, Mo.
G. E. DEXHIMER. . Dispatcher. Jefferson City, Mo.
E. L. EUSTES. Dispatcher. Jefferson City, Mo.
W. R. GALLAGHER. Dispatcher. Jefferson City, Mo.
E. L. HYMEL. Dispatcher. Jefferson City, Mo.
E. McLEAN. Dispatcher. Jefferson City, Mo.
L. E. MORSE. Dispatcher. Jefferson City, Mo.
H. NEAL. Dispatcher. Jefferson City, Mo.
E. W. RICHARDSON. Dispatcher. Jefferson City, Mo.
V. B. SMITH. Dispatcher. Jefferson City, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIME-TABLE No. 89

Effective 12:01 a. m. Sunday, Oct. 31, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 88, effective Sept. 19, 1948
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS NO. 8, THIS
DIVISION, EFFECTIVE JUNE 2, 1946; AND
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL
DIVISION SPECIAL INSTRUCTIONS No. 5,
EFFECTIVE OCTOBER 1, 1946.

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

C. A. FINK, Asst. General Superintendent Transportation.

H. E. ROLL, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employes must be conversant with and obey the rules and special instructions.

RULE E: Employes must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train or yard movements, and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.

2. No officer or employe has the authority to tell anyone to violate a rule.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; and (d) by train order, when properly authorized.

4. No employe will be censured for failure to make schedule or make up lost time on a schedule, when, to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.



Assistant General Manager

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.

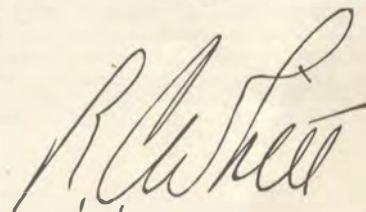
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



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.	40 Min.	For connection.
" ".....	" ".....211	" ".....232	Indefinitely	"	For connection.
" ".....	" ".....14	" ".....232	4:55 p. m.	10 Min.	For revenue passengers.
" ".....	Jop. Div... 419 & 221	East. Div....19 & 210	Indefinitely	"	For connection.
Kansas City.....	Eastern Div.....12	Cent. Kans.....12	"	"	"
(Union Station)	" ".....12	All Connecting Lines	7:16 a. m.	15 Min.	For revenue passengers reported.
" ".....	" ".....6	Omaha Div.....106	Indefinitely	"	For connection.
" ".....	" ".....20	CRI&P.....4	"	"	For Los Angeles-St. Louis Sleeper when CRI&P arrives by 1:45 a. m.
" ".....	" ".....210	Cent. Kans.....116	12:45 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....210	U. P.....38	12:45 a. m.	15 Min.	"
" ".....	Omaha Div.....119	Eastern Div.....19	1:40 a. m.	1 Hr.	For connection.
" ".....	" ".....105	" ".....5	Indefinitely	"	For connection.
" ".....	Central Kan.....11	" ".....11	Indefinitely	"	For connection.
" ".....	" ".....15	" ".....15	9:00 p. m.	30 Min.	For revenue passengers.

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

EXPLANATION OF CHARACTERS:

- C—Coal. w—Westward. O—Fuel Oil. *—Mail Crane.
 - D—Diesel Fuel Oil. W—Water. T—Turntable.
 - e—Eastward. 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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

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

Station	Miles from St. Louis	Train Nos.			
		f36	f35	a33	s34
St. Louis Subdiv.:					
Louisa Heights.....	14.65	f36	f35		
Bach Road.....	15.23	f36	f35		
Osage Hills.....	15.79	f36	f35		
Meramec Forest.....	20.43	f36	f35		
Union Electric.....	20.76	f36	f35		
Fern Glen.....	21.01	f36	f35		
Mountain Ridge.....	21.40	f36	f35		
Lincoln Beach.....	21.85	f36	f35		
Castlewood.....	22.28	f36	f35		
Cedar Bluff.....	22.74	f36	f35		
Boyd.....	23.40	f36	f35		
Allenton.....	30.07	f36	f35		
Glencoe Subdiv.:					
Riovale.....	24.35	f36	f35		
Palisades.....	24.87	f36	f35		
Acacia.....	27.96	f36	f35		
Sedalia Subdiv.:					
Little Blue.....	265.84	f210	f211		
River Subdiv.:					
McKinney.....	134.15	a33	f34		
Arve Spur.....	148.38	a33	f34		
Lamine.....	179.53	s33	s34		

ST. LOUIS SUBDIV.—BETWEEN KIRKWOOD AND JEFFERSON CITY

TRAINS WESTWARD SECOND CLASS					Station Numbers	Miles from St. Louis — Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948					Siding Capacity in Cars	Miles from Kansas City	TRAINS EASTWARD SECOND CLASS				
61 Red Ball Freight	79 Red Ball Freight	71 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight			STATIONS							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			ST. LOUIS UNION STATION 0.74 ST. LOUIS 23rd St. 12.21							Daily	Daily	Daily	Daily	Daily
9 30PM	7 30PM	7 00PM	2 00PM	1 30AM			CS..... KIRKWOOD... W	Yd.	265.88	4 45	5 45	11 00	7 15	2 15AM				
10 10	8 10	7 40	2 40	2 10	13	13.48	P..... HI		263.71									
					13a	15.65	TP..... BARRETT'S		262.81									
					16	16.55 18.75 18.77	P..... PA		260.61									
					18	18.96	TP..... VALLEY PARK...		260.42									
					18	22.84	P..... BY		256.54									
					24	23.93	TP..... JEDBURG..... *		255.45									
					24	24.08	P..... JB JCT.....		255.30									
					27	27.76	P..... RK JCT.....		251.62									
					29	27.91	TP..... EUREKA..... *		251.47									
					36	34.84	TP..... PACIFIC. \$WY* 0.19		244.54									
					35	35.00	CS..... K TOWER.....		244.38									
					40	39.94	TP..... GRAY SUMMIT... *		239.44									
					46	46.57 51.75 54.93	P..... HD.....		232.81									
11 10PM	9 00	8 30	3 45	3 01	54	54.93	CS. WASHINGTON. CWY* 5.18 12.38	129	227.63	2 40	4 00	9 35	4 40	10 30PM				
					67	67.31	LS..... NEW HAVEN... *		215.25									
					67	67.96	P..... NH CROSSOVER...		215.10									
					74	74.92	P..... BE CROSSOVER...		207.64									
					74	75.19	TP..... BERGER..... *		207.37									
					75	75.37	P..... BW CROSSOVER...		207.19									
					78	78.91	P..... JJ SIDING... W 3.54		203.65				4 05 6					
					80	81.08	LS..... HERMANN..... *		201.48									
					81	81.22	P..... HN CROSSOVER...		201.34									
					88	88.19	P..... KK JCT.....		194.37									
12 01AM	9 45	9 15	4 40	3 50	88	88.59	CS..... GASCONADE... *		193.97	1 37	3 01	8 35	3 40	9 30				
					92	92.90	LS..... MORRISON... *		189.66									
					93	93.02	P..... MO CROSSOVER...		189.54									
					100	100.26	LS..... CHAMOIIS... *		182.30									
					100	100.40	P..... CH CROSSOVER...		182.16									
					112	113.10	LS..... BONNOT'S MILL.* 12.70		169.46									
					113	113.20	P..... BM CROSSOVER...		169.36									
1240 68	10 20	9 50	5 30	4 25	116	116.79	P..... LL JCT.....		165.77	1250 61	2 18 9	7 50	2 55	8 20				
					117	117.02	..... DRAW BRIDGE... Osage River		165.54								
					117	117.32	LS..... OSAGE..... *		165.24									
					124	124.33	..... JC.....		158.23								
1 00AM	11 00PM	10 10PM	6 00PM	4 50AM	125	125.33	CS. Jefferson City. CDOWTY; 1.00	Yd.	157.23	12 30AM	2 00AM	7 25AM	2 30PM	8 00PM				
Daily	Daily	Daily	Daily	Daily			122.13			Daily	Daily	Daily	Daily	Daily				

Two mile post locations at PA and Washington, Mo., are the same point. At Washington 51.75 is new mileage account change in line east of Washington made in January, 1931, and 54.93 is old mileage. At PA, 18.75 is new mileage account change in line east of PA made in November, 1945 and 18.77 is old mileage.

Miles from St. Louis, (PA west), shown above, are miles painted on telegraph poles, and are not actual.

- Note 1—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
- Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
- Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

- Note 2—Between HD and KK Jct., Signal Indication, with Current of Traffic.
- Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIME-TABLE
No. 89

OCTOBER 31, 1948

TRAINS WESTWARD

FIRST CLASS

SECOND CLASS

Station Numbers	Miles from St. Louis — Seventh Street	STATIONS	FIRST CLASS							SECOND CLASS
			5	15		11	35	19	9	91
			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Local Freight
			Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday
		ST. LOUIS UNION STATION.....	8 50AM	1 52PM		4 00PM	4 25PM	5 02PM	11 50PM	
		ST. LOUIS 23rd St.								3 00AM
13	13.48	CS..... KIRKWOOD... W	b 9 10	a 2 12		b 4 20	s 5 05	b 5 30	b 12 19AM	3 40
13a	15.65	P..... HI.....								
16	16.55	TP..... BARRETT'S.....					s 5 12			3 45
	18.75	P..... PA.....								
	18.77	P..... FA.....								
18	18.96	TP..... VALLEY PARK....					s 5 17			4 00
	22.84	P..... BY.....								
24	23.93	TP..... JEDBURG.....*					s 5 32			4 15
	24.08	P..... JB JCT.....					5 33			
	27.76	P..... RK JCT.....					5 42			
	29	TP..... EUREKA.....*					s 5 43			4 50
36	34.84	TP..... PACIFIC. \$WY*.....					s 5 55PM			5 30
	35.00	CS..... K TOWER.....								
40	39.94	TP..... GRAY SUMMIT...*								5 40
	46.57	P..... HD.....	9 41	2 43		4 50		6 00	12 52	
	51.75	CS. WASHINGTON. CWY*.....	s 9 47	s 2 50		4 55		s 6 15	s 1 07	6 30
54	54.93	LS..... NEW HAVEN....*	9 59	3 03		5 07		s 6 35		8 00
67	67.31	P..... NH CROSSOVER...*								
	67.46	P..... BE CROSSOVER...*								
74	74.92	TP..... BERGER.....*						s 6 47		8 20
	75.19	P..... BW CROSSOVER...*								
	78.91	P..... JJ SIDING... W	10 10	3 17		5 17		6 52	1 34	
80	81.08	LS..... HERMANN.....*						s 7 00	a 1 38	9 00
	81.22	P..... HN CROSSOVER...*								
	88.19	P..... KK JCT.....	10 20	12						
88	88.59	CS..... GASCONADE...*		f 3 28		5 28		7 10	1 47	9 30
92	92.90	LS..... MORRISON...*						s 7 17		9 45
	93.02	P..... MO CROSSOVER...*								
100	100.26	LS..... CHAMOIS...*	10 33	3 40		5 39		s 7 27	2 01	10 10
	100.40	P..... CH CROSSOVER...*								
112	113.10	LS..... BONNOT'S MILL...*						s 7 42		10 25
	113.20	P..... BM CROSSOVER...*								
	116.79	P..... LL JCT.....	10 47	3 55		5 52		7 47	2 18 70	10 35
	117.02	..... DRAW BRIDGE... (Osage River)								
117	117.32	LS..... OSAGE.....*		a 3 57						10 40
	124.33	..... JC.....								
125	125.33	CS Jefferson City. CDOWTY*.....	s 10 58AM	s 4 05PM		s 6 02PM		s 8 05PM	s 2 28AM	11 30AM
	122.13		Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

Note 1

Note 2

Note 1

Note 2

Note 1

Two Main Tracks

Two Main Tracks

Two Main Tracks

Two mile post locations at PA and Washington, Mo., are the same point. At Washington 51.75 is new mileage account change in line east of Washington made in January, 1931, and 54.93 is old mileage. At PA 18.75 is new mileage account change in line east of PA made in November, 1945 and 18.77 is old mileage.

Miles from St. Louis, (PA west), shown above, are miles painted on telegraph poles, and are not actual.

Note 1.—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

Note 2.—Between HD and KK Jct., Signal Indication, with Current of Traffic.
Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

5

Siding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 89 OCTOBER 31, 1948	TRAINS EASTWARD							SECOND CLASS
			FIRST CLASS							
			10 Passenger	20 Passenger		36 Passenger	12 Passenger	6 Passenger	14 Passenger	
			Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	
		STATIONS								90 Local Freight
		ST. LOUIS UNION STATION....	7 28AM	7 47AM		6 57AM	12 01PM	5 40PM	10 05PM	
		ST. LOUIS 23rd St.								2 30PM
		0.74								
		12.21								
Yd. 205.88		CS..... KIRKWOOD...W	s 6 45	s 7 10		s 6 15	c 11 31AM	c 5 15	c 9 35	1 50
		2 17								
263.71		P..... HI.....								
		0.90								
262.81		TP..... BARRETT'S.....				s 5 55				1 40
		2.20								
260.61		P..... PA.....								
		0.19								
260.42		TP... VALLEY PARK...				s 5 51				1 25
		3.88								
256.54		P..... BY.....								
		1.09								
255.45		TP..... JEDBURG.....*				s 5 39				1 00
		0.15								
255.30		P..... JB JCT.....				5 35				
		3.68								
251.62		P..... RK JCT.....				5 26				
		0.15								
251.47		TP..... EUREKA.....*				s 5 25				12 05PM
		6.93								
244.54		TP..... PACIFIC. \$WY*				5 15AM				11 45AM
		1.1								
244.38		CS..... K TOWER.....								
		4.94								
239.44		TP... GRAY SUMMIT...*								10 10
		6.63								
232.81		P..... HD.....	5 57	6 30			10 56	4 34	8 45	9 40
		5.18								
129 227.63		CS. WASHINGTON. CWY* 12.38	s 5 50	s 6 25			10 51	s 4 28	s 8 40	9 30
		12.38								
215.25		LS.... NEW HAVEN...*	s 5 25	6 08			10 40	4 16	s 8 25	7 30
		0.15								
215.10		P.... NH CROSSOVER...								
		7.46								
207.64		P.... BE CROSSOVER...								
		0.27								
207.37		TP..... BERGER.....*	s 5 06							6 50
		0.18								
207.19		P.... BW CROSSOVER...								
		3.54								
125 203.65		P..... JJ SIDING...W	4 58	5 54			10 29	4 05 62	8 10	6 35
		2.17								
201.48		LS.... HERMANN...*	s 4 55						s 8 07	6 30
		0.14								
201.34		P.... HN CROSSOVER...								
		6.97								
194.37		P..... KK JCT.....					1019 5			
		0.40								
100 193.97		CS.... GASCONADE...*	s 4 42	5 42				3 54	7 55	5 55
		4.31								
189.66		LS.... MORRISON...*	s 4 35							5 40
		0.12								
189.54		P.... MO CROSSOVER...								
		7.24								
100 182.30		LS.... CHAMOIS...*	s 4 20	5 29			10 07	3 43	7 42	5 25
		0.14								
182.16		P.... CH CROSSOVER...								
		12.70								
169.46		LS.... BONNOT'S MILL.*	s 4 00							5 00
		0.10								
169.36		P.... BM CROSSOVER...								
		3.59								
165.77		P..... LL JCT.....	3 54	5 12			9 54	3 29	7 27	4 52
		0.23								
165.54		.....DRAW BRIDGE... Osage 0.30 River								
165.24		LS.... OSAGE...*	s 3 52							4 50
		7.01								
158.23		JC.....								
		1.00								
Yd. 157.23		CS Jefferson City CDOWTY \$	3 40AM	5 00AM			9 45AM	3 20PM	7 15PM	4 35AM
		122.13	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday

Note 1.—Between Kirkwood and HD, Signal Indication, both Opposing and Following Movements.
 Between KK Jct. and Gasconade, Signal Indication, both Opposing and Following Movements.
 Between LL Jct. and Jefferson City, Signal Indication, both Opposing and Following Movements.

Note 2.—Between HD and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948	TRAINS WESTWARD								
			FIRST CLASS								
			9 Passenger	33 Passenger		5 Passenger	15 Passenger	211 Passenger	11 Passenger	19 Passenger	
STATIONS			Daily	Daily		Daily	Daily	Daily	Daily	Daily	
125	125.33	Note 1 CS Jefferson City CDOWTY } SR JCT } P.....SR JCT..... } 4.46 } Pro Main Tracks	2 40AM	8 15AM		11 00AM	4 10PM		6 05PM	8 15PM	
127	127.05		2 44	8 20AM		11 03	4 13		6 08	8 20	
132	132.41	P.....SCOTT.....	2 50			11 08	4 18		6 12	8 25	
135	135.24	P.....ELSTON.....									
140	140.26	P.....CENTERTOWN.....	3 05 10			11 17	4 27		6 20	8 35	
144	144.72	P.....McGIRK.....	3 10			11 22	4 32		6 25	8 40	
146	147.09	P.....BRANT.....	3 15								
150	150.38	CS.....CALIFORNIA.....W*	a 3 20			a 11 28	4 38		a 6 34 14	s 8 50	
156	150.03	P.....CLARKSBURG.....	3 27			11 37	4 44		6 41	8 58	
162	162.87	LS.....TIPTON.....	a 3 35			11 43	s 4 52		6 48	9 05	
166	160.39	P.....DOW.....									
168	168.13	LS.....SYRACUSE.....	3 40			11 48	4 57		6 53	9 10	
175	175.76	P.....OTTERVILLE.....	3 50 20			11 56AM	5 05		7 01	9 19	
181	181.11	LS.....SMITHTON.....	3 58			12 02PM	5 11		7 06	9 25	
181	181.18	CS.....M-K-T CROSSING.....	4 05			12 08 78	5 18		7 12	9 32	
187	187.70	CS.....SEDALIA.....ICTWY	s 4 30			s 12 15	s 5 28		s 7 18	s 9 45	
188	188.94	P.....DRESDEN.....	4 40			12 22	5 40 14		7 25	9 55	
195	195.74	LS.....LAMONTE.....	4 46			12 27	5 48		7 30	10 00	
200	200.91	LS.....KNOBNOSTER.....	4 54			12 34	5 55		7 37	a 10 10 70	
208	208.13	P.....MONTERRAT.....	4 58			12 37	5 59		7 40	10 15	
211	211.79	CS.....WARRENSBURG.....	s 5 07			s 12 43	s 6 08		a 7 47	s 10 25	
218	218.40	P.....CENTERVIEW.....C*	5 15			12 50	6 16		7 53	10 33	
224	224.45	LS.....HOLDEN.....	5 24 92			12 59	s 6 27		8 01	10 42	
232	232.83	P.....KINGSVILLE.....	5 29			1 04	6 32		8 05	10 47	
237	237.50	P.....STRASBURG.....	5 35			1 09 6	6 38		8 10	10 52	
242	243.08	CS.....PLEASANT HILL...WY*	s 6 01 99			a 1 17	c 6 50		4 50PM 14	a 8 16	s 11 15
249	249.27	P.....AVON.....									
252	252.34	P.....GREENWOOD.....					f 4 57				
254	255.09	LS.....LEE'S SUMMIT.....	c 6 17			a 1 30	s 5 10				
259	259.87	P.....LB SIDING.....									
265	265.10	P.....ELM PARK.....	6 32 272			1 42	7 10		5 25	8 36 70	11 40
270	270.83	CS.....INDEPENDENCE...W*	s 6 45			a 1 45	a 7 15		s 5 35	a 8 40	s 11 45PM
271	271.23	.....ROCK CREEK JCT... 1.40 } Two Main Tracks								
273	273.27	.....KCSW JCT..... 0.77 }								
276	276.84	CS.....KANSAS CITY EAST YARD.CDTWY }									
282	283.03	KANSAS CITY UNION STATION.....	7 30AM			2 10PM	7 45PM		6 15PM	9 00PM	12 15AM
	157.23		Daily	Daily		Daily	Daily		Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

Two mile post locations at Smithton, Mo. are the same point. At Smithton 181.11 is new mileage account change in line made in December, 1943, and 181.18 is old mileage.

Two mile post locations at Elm Park, Mo. are the same point. At Elm Park 270.83 is new mileage account change in line made in April 1947 and 271.23 is old mileage.

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

Siding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 89 OCTOBER 31, 1948		TRAINS EASTWARD							
				FIRST CLASS							
				210 Passenger	20 Passenger	12 Passenger	6 Passenger	14 Passenger	34 Passenger	10 Passenger	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Yd.	157.23	Note 1 CS. Jefferson City. C.DOTWY } 2.62 P.....SR JCT..... } 4.46	Two Main Tracks		s 4 50AM		s 9 41AM	s 3 15PM	s 7 10PM	s 4 30PM	s 3 30AM
....	154.61				4 45		9 38	3 12	7 00	4 20PM	3 20
54	180.15	P.....SCOTT.....		4 38		9 34	3 08	6 55		3 15	
23	147.32	P.....ELSTON.....									
a 44 123	142.30	P.....CENTERTOWN.....		4 29		9 26	3 00	6 45		3 05	
70	137.84	P.....McGIRK.....		4 24		9 22	2 55	6 40		2 53	
33	135.47	P.....BRANT.....									
75	132.18	CS.....CALIFORNIA.....W*		c 4 17		a 9 16 ⁹²	a 2 49	6 34 ¹¹		s 2 45	
42	125.93	P.....CLARKSBURG.....*		4 10		9 10	2 42	6 28		2 32	
70	119.69	LS.....TIPTON.....*		4 04		9 04	2 36	6 22		s 2 25	
45	116.17	P.....DOW.....									
46	114.43	LS.....SYRACUSE.....*		3 58		8 59	2 30	6 17		2 15	
50	106.81	P.....OTTERVILLE.....*		3 50 ⁹		8 51	2 23	6 09		2 06	
66	101.45	LS.....SMITHTON.....*		3 44		8 46	2 18	6 04		2 00	
....	94.84	CS...M-K-T CROSSING.....		3 37		8 40	2 12	5 57		1 52	
Yd.	93.69	CS.....SEDALIA.....ICTWY		s 3 35		s 8 38	s 2 10	s 5 55		s 1 50 ⁷⁰	
42	86.89	P.....DRESDEN.....*		3 22		8 29	1 59	5 40 ¹⁵	VIA RIVER SUBDIV.	1 23	
54	81.72	LS.....LAMONTE.....*		3 17		8 24	1 54	5 35		1 18	
83	74.50	LS.....KNOBNOSTER.....*		3 10		8 18 ⁹³	1 47	5 28		f 1 10	
38	70.84	P.....MONTSEERAT.....*		3 06		8 15	1 43	5 25		1 03	
46	64.23	CS...WARRENSBURG.....*		c 2 59		a 8 08	s 1 36	s 5 18		s 12 55	
46	58.18	P.....CENTERVIEW.....C*		2 50 ⁷⁹		8 02	1 28	5 10		12 40	
65	49.80	LS.....HOLDEN.....*		2 41		7 54	1 20	5 02		s 12 30	
54	45.07	P.....KINGSVILLE.....*		2 36		7 50	1 15	4 57		12 19	
60	30.55	P.....STRASBURG.....*		2 30		7 45	1 09 ⁵	4 51		12 13	
70	33.36	CS...PLEASANT HILL.....WY*		s 1 30AM	s 2 20	7 39	a 1 02	b 4 45 ²¹¹		s 12 05AM	
80	30.29	P.....AVON.....									
....	27.54	P...GREENWOOD.....*		f 1 19							
84	22.76	LS...LEE'S SUMMIT.....*		s 1 13			a 12 51		s 11 47PM		
70	17.53	P.....LB SIDING.....									
....	11.80	P.....ELM PARK.....		12 58	1 42	7 18 ⁹⁹	12 38 ²⁷³	4 20	11 27		
....	9.76	CS...INDEPENDENCE...W*		s 12 55	a 1 40	a 7 16	a 12 36	a 4 18	s 11 25		
....	6.19	.....ROCK CREEK JCT... 1.40	Two Main Tracks							
....		KC SW JCT. 0.77									
....		CS...KANSAS CITY EAST YARD.CDTWY }				✓					
....		KANSAS CITY UNION STATION..... }		12 30AM	1 20AM	7 01AM	12 20PM	4 00PM	11 00PM		
....	157.23			Daily	Daily	Daily	Daily	Daily	Daily		

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.
Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

TIME-TABLE

No. 89

OCTOBER 31, 1948

TRAINS WESTWARD

SECOND CLASS

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	TRAINS WESTWARD									
			61	95	93	81	99	273	75	271	71	79
			Red Ball Freight	Local Freight	Daily Freight	Red Ball Freight	Local 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 Ex. Sunday	Daily	Daily	Daily	Daily	Daily
125	125.33	CS. Jefferson City. CDTWYs	1 30AM	5 00AM	5 05AM	5 20AM				6 20PM	11 20PM	11 30PM
127	127.95	P. SR JCT.	1 35AM	5 05AM	5 10	5 25AM				6 25PM	11 25PM	11 35
132	132.41	P. SCOTT			5 17							11 40
135	135.24	P. ELSTON										
140	140.26	P. CENTERTOWN			5 30							11 50
144	144.72	P. MCGIRK			5 40							11 57PM
146	147.00	P. BRANT										
150	150.38	CS. CALIFORNIA W*			6 05							12 05AM ⁷⁰
156	156.63	P. CLARKSBURG			6 15							12 15
162	162.87	LS. TIPTON			6 30							12 23
166	166.39	P. DOW										
168	168.13	LS. SYRACUSE			6 40							12 37
175	175.75	P. OTTERVILLE			6 55							12 46
181	181.11	LS. SMITHTON			7 05							12 54
181	181.18	LS. SMITHTON			7 05							1 03
187	187.79	CS. M-K-T CROSSING			7 15							1 03
188	188.94	CS. SEDALIA ICTWY			7 40 ⁹²							1 50 ¹⁰
195	195.74	P. DRESDEN	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	7 50	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 00
200	200.91	LS. LAMONTE	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	8 00	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 08
208	208.13	LS. KNOBNOTER	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	8 18 ¹²	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 18
211	211.79	P. MONTSERAT	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	8 25	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 23
218	218.40	CS. WARRENSBURG	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 00	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 31
224	224.45	P. CENTERVIEW C*	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	9 10	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	2 50 ²⁰
232	232.83	LS. HOLDEN	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 00	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	3 05
237	237.56	P. KINGSVILLE	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 18 ⁷⁸	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	3 20
242	243.08	P. STRASBURG	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 28	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	3 35
249	249.27	CS. PLEASANT HILL WY*	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	10 40AM	VIA RIVER SUBDIV.	6 05AM ⁹	11 40AM	VIA RIVER SUBDIV.	10 00PM	VIA RIVER SUBDIV.	4 35AM ⁹²
252	252.34	P. AVON										
254	255.09	P. GREENWOOD										
259	259.87	LS. LEE'S SUMMIT										
265	265.10	P. LB SIDING										
271	270.83	P. ELM PARK					7 12 ¹²	12 37PM ⁶		11 12		
271	271.23	P. ELM PARK					7 45	12 40		11 15PM		
273	273.27	CS. INDEPENDENCE W*										
276	276.84	ROCK CREEK JCT										
278	278.24	KC SW JCT										
B 1	279.01	CS. KANSAS CITY EAST YARD. CDTWYs	8 30AM	1 45PM		11 30AM	8 15AM	2 00PM	1 00AM	1 00AM	5 00AM	
282	283.03	CS. KANSAS CITY UNION STATION										
	157.23		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

Two mile post locations at Smithton, Mo. are the same point. At Smithton 181.11 is new mileage account change in line made in December, 1943, and 181.18 is old mileage.

Two mile post locations at Elm Park, Mo. are the same point. At Elm Park 270.83 is new mileage account change in line made in April, 1947 and 271.23 is old mileage.

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

TIME-TABLE No. 89

OCTOBER 31, 1948

TRAINS EASTWARD SECOND CLASS

	98	276	66	94	92	272	62	78	80	68	70	274
	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight

	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
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STATIONS

Yd.	Miles from Kansas City	STATIONS	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily
		Note 1 CS. Jefferson City. CDTWY §			6 55AM	11 45AM	10 00AM		12 15PM	3 00PM	6 30PM	11 59PM	1 15AM
		P. SR JCT			6 50AM	11 36AM	9 55		11 59AM	2 00	6 00PM	11 35PM	12 35
		P. SCOTT					9 50			1 50			12 28
		P. ELSTON											
		P. CENTERTOWN					9 35			1 35			12 18
		P. MCGIRK					9 27			1 25			12 12
		P. BRANT											
		CS. CALIFORNIA W*					9 16 ¹²			1 15			12 05AM ⁷⁰
		P. CLARKSBURG					8 50			12 55			11 58PM
		LS. TIPTON					8 40			12 45			11 50
		P. DOW											
		LS. SYRACUSE					8 25			12 35			11 37
		P. OTTERVILLE					8 10			12 23			11 28
		LS. SMITHTON					7 55			12 16			11 20
		CS. M-K-T CROSSING					7 45			12 08 ⁵			11 10
		CS. SEDALIA CTWY					7 40 ⁹³			12 01PM			11 00
		P. DRESDEN			VIA RIVER SUBDIV.		7 00			11 23AM			10 33
		LS. LAMONTE			VIA RIVER SUBDIV.		6 50			11 15			10 25
		LS. KNOBNOSTER			VIA RIVER SUBDIV.		6 40			11 06			10 10 ¹⁹
		P. MONTERRAT			VIA RIVER SUBDIV.		6 30			10 59			9 55
		CS. WARRENSBURG			VIA RIVER SUBDIV.		6 20			10 50			9 45
		P. CENTERVIEW C*					5 40			10 40			9 36
		LS. HOLDEN					5 24 ⁹			10 26			9 26
		P. KINGSVILLE					4 54			10 18 ⁹³			9 20
		P. STRASBURG					4 45			10 10			9 13
		CS. PLEASANT HILL WY	2 30AM	2 40AM			4 35AM ⁷⁹	7 10AM		10 00AM			9 05
		P. AVON											9 30PM
		P. GREENWOOD											
		LS. LEE'S SUMMIT											
		P. LB SIDING											
		P. ELM PARK	1 15	1 28					6 32 ⁹				8 38 ¹¹
		CS. INDEPENDENCE W*	1 10	1 25					6 20				8 25
		ROCK CREEK JCT.											8 40
		KC SW JCT.											
		CS. KANSAS CITY EAST YARD. CDTWY §	12 30AM	1 00AM	2 10AM	3 00AM		6 00AM	7 00AM		12 30PM	6 30PM	8 00PM
		KANSAS CITY UNION STATION											
		157.23	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Pleasant Hill and Elm Park, Signal Indication, both Opposing and Following Movements.
Note 2.—Between Elm Park and Rock Creek Jct., Signal Indication, with Current of Traffic.

RIVER SUBDIV.—SR JCT. TO ETON

Station Numbers	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS				
			33 Passenger		61 Red Ball Freight	95 Local Freight	81 Red Ball Freight	75 Red Ball Freight	71 Red Ball Freight
STATIONS			Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily
127.95		P. SR JCT. 1.36	8 20AM		1 35AM	5 05AM	5 25AM	6 25PM	11 25PM
129.31		P. AA JCT. 1.66	8 23		1 37	5 07	5 27	6 27	11 30 ⁶⁸
130.97		P. BB JCT. 8.15	8 26		1 40	5 10	5 30	6 36	11 35PM
G 10 130.12		P. MARION. 4.76	*f 8 40						
G 15 143.87		CS. SANDY HOOK. 7.32	s 8 50		2 05	5 30	6 20 ⁶⁸	6 55	12 01AM
G 22 151.19		P. LUPUS. 5.59	f 9 05		2 20	5 45	6 35	7 06	12 12
G 27 156.78		LS. WOOLDRIDGE. 4.26	s 9 15		2 30	5 55 ⁶⁶	6 45	7 16	12 21
G 32 161.04		P. OVERTON. 3.62	f 9 23						
G 35 164.60		P. MERNA. 6.19	f 9 30		2 45	6 05	7 00	7 30	12 33
G 41 170.85		CS. BOONVILLE. 6.35	s 9 45 ⁹⁴		2 55	7 10 ⁸¹	7 10 ⁹⁵	7 40	12 43
177.20		P. OC JCT. 3.01	10 00		3 05	7 30	7 20	7 51	12 53
180.21		P. FF JCT. 6.70	10 05		3 10	7 35	7 25	7 56	12 58
G 68 186.61		CS. BLACKWATER. 2.74	s 10 15 ⁶²		3 25	8 30 ⁹⁴	7 40	8 17	1 12
G 60 189.05		LS. NELSON. 5.37	*s 10 20						
G 66 195.02		P. NAPTON. 7.15	*f 10 30		3 45	8 50	8 00 ⁹⁴	8 30	1 26
G 73 202.17		P. MS SIDING. 7.49	Y 10 45AM		4 00	9 10	8 15	8 45	1 37
G 80 209.06		P. STANHOPE. 5.57			4 23 ⁶⁶	9 30 ⁶²	8 30	9 03 ⁶⁸	1 49
G 86 215.23		LS. MALTA BEND. 4.71	* 10 45		4 35	10 00	8 40	9 15	1 58
G 91 210.04		P. GRAND PASS. 4.03	* 10 50						
G 95 224.57		CS. WAVERLY. 6.01	*W 10 55		4 50	10 20	9 05 ⁶²	9 35	2 13
G101 230.58		P. HDGE. 4.70	* 11 00		5 00	10 30	9 15	9 45	2 22
G106 235.28		P. DOVER. 10.40	* 11 05						
245.08		P. GG JCT. 1.95			5 30	10 55	9 40	10 15	2 45
G118 247.63		CS. MYRICK. 1.85	CWY 11 10		5 40 ⁹⁴	11 40	9 45	10 25	2 48
249.48		P. HH JCT. 3.93			5 50	11 43AM	9 50	10 30	2 51
G124 253.41		TP. WELLINGTON. 4.59							
G129 258.00		LS. NAPOLEON. 3.54	* 11 15		6 10	12 03PM	10 05	10 50	3 10 ⁶⁶
G132 261.54		P. LEVASY. 3.64	* 11 20						
G136 265.18		LS. BUCKNER. 3.52	* 11 25		6 30	12 23	10 20	11 10	3 25
G139 268.70		LS. LAKE CITY. 5.57	W 11 30		6 40	12 45	10 25	11 20	3 31
274.27		P. JJ JCT. 1.96			6 55	1 05 ⁸⁰	10 35	11 35	3 40 ⁹⁴
276.23		CS. ETON-A.T.&S.F.Jct. 7.61			7 00	1 15	10 40	11 40PM	3 45
283.84		CS. CONGO. 0.75							
284.50		ROCK CREEK JCT. 1.40							
285.90		KCSW JCT. 0.77							
B 1 286.76		CS. KANSAS CITY EAST YARD. CDTWY			8 30AM	1 45PM	11 30AM	1 00AM	5 00AM
282 290.78		CS. KANSAS CITY UNION STATION.							
	162.83		Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Note 1.—Between SR Jct. and AA Jct., Signal Indication, both Opposing and Following Movements.
Between GG Jct. and HH Jct., Signal Indication, both Opposing and Following Movements.

Note 2.—Between AA Jct. and BB Jct., Signal Indication, with Current of Traffic.
Between CC Jct. and FF Jct., Signal Indication, with Current of Traffic.
Between JJ Jct. and Eton, Signal Indication, with Current of Traffic.

RIVER SUBDIV.—ETON TO SR JCT.

Siding Capacity in Cars	Miles from Kansas City	TIME-TABLE No. 89 OCTOBER 31, 1948		TRAINS EASTWARD					
				FIRST CLASS		SECOND CLASS			
				34 Passenger		66 Red Ball Freight	94 Local Freight	62 Red Ball Freight	80 Red Ball Freight	68 Red Ball Freight
STATIONS		Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily	
162.83		P.....SR JCT.....	4 20PM		6 50AM	11 36AM	11 59AM	6 00PM	11 35PM
161.47		1.36 P.....AA JCT.....	4 18		6 45	11 33	11 55	5 50	1130 71
159.81		1.66 P.....BB JCT.....	4 15		6 40	11 30	11 52	5 45	11 25
151.66		8.15 P.....MARION.....	4 00						
190 146.91		4.75 CS...SANDY HOOK.....	f 3 50		6 20 81	11 05	11 32	5 25	10 50
40 139.59		7.32 P.....LUPUS.....	s 3 35		6 05	10 50	11 20	5 12	10 38
189 134.00		5.59 LS...WOOLDRIDGE.....	s 3 25		5 55 95	10 40	11 10	5 01	10 27
129.74		4.26 P.....OVERTON.....	f 3 18						
125 126.12		3.62 P.....MENA.....	f 3 10		5 43	10 20	10 55	4 45	10 13
125 119.93		6.19 CS...BOONVILLE.....	s 2 55		5 32	9 45 33	10 45	4 35	10 05
113.58		6.35 P.....CC JCT.....	2 36		5 20	8 45	10 35	4 25	9 55
110.57		3.01 P.....FF JCT.....	2 30		5 15	8 40	10 30	4 20	9 50
130 103.87		6.70 CS...BLACKWATER.....	s 2 20		5 00	8 30 95	10 15 33	4 05	9 38
101.13		2.74 LS...NELSON.....	s 2 10						
125 95.76		5.37 P.....NAPTON.....	s 2 00		4 45	8 00 81	10 00	3 35	9 25
125 88.61		7.15 P.....MS SIDING.....	Y 1 45PM		4 34	7 35	9 45	3 22	9 14
125 81.12		7.49 P.....STANHOPE.....			4 23 61	7 10	9 30 95	3 07	9 03 75
203 75.55		5.57 LS...MALTA BEND.....	*		4 15	7 00	9 20	2 55	8 52
70.84		4.71 P.....GRAND PASS.....	*						
125 66.21		4.63 CS...WAVERLY.....	*W		4 00	6 35	9 05 81	2 35	8 35
190 60.20		6.01 P.....HODGE.....	*		3 52	6 20	8 53	2 25	8 24
55.50		4.70 P.....DOVER.....	*						
45.10		10.40 P.....GG JCT.....			3 30	5 50	8 30	2 00	7 59
Yd. 43.15		1.95 CS...MYRICK.....	CWY		3 25	5 40 61	8 25	1 55	7 55
41.30		1.85 P.....HH JCT.....			3 22	5 15	8 20	1 49	7 51
37.37		3.93 TP...WELLINGTON.....	*						
125 32.78		4.50 LS...NAPOLEON.....	*		3 10 71	4 50	8 05	1 34	7 36
29.24		3.54 P.....LEVASY.....	*						
125 25.60		3.64 LS...BUCKNER.....	*		2 59	4 10	7 50	1 21	7 23
135 22.08		3.52 LS...LAKE CITY.....	W		2 54	3 55	7 45	1 15	7 16
16.51		5.57 P.....JJ JCT.....			2 45	3 40 71	7 35	1 05 95	7 06
14.55		1.98 CS ETON-A.T. & S.F. Jct.			2 40	3 30	7 30	1 00	7 02
6.94		7.61 CS...CONGO.....							
		0.75.....ROCK CREEK JCT.....							
		1.40.....KC SW JCT.....							
		0.77 CS...KANSAS CITY EAST YARD.CDTWY			2 10AM	3 00AM	7 00AM	12 30PM	6 30PM
		KANSAS CITY UNION STATION							
		162.83	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily

Note 1.—Between SR Jct. and AA Jct., Signal Indication, both Opposing and Following Movements.
 Between GG Jct. and HH Jct., Signal Indication, both Opposing and Following Movements.

Note 2.—Between AA Jct. and BB Jct., Signal Indication, with Current of Traffic.
 Between CC Jct. and FF Jct., Signal Indication, with Current of Traffic.
 Between JJ Jct. and Eton, Signal Indication, with Current of Traffic.

**LEXINGTON SUBDIV.—BETWEEN
SEDALIA AND MYRICK**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948		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..CTWY	188	Yd.	s 2 00PM
s 6 30	199.52	LS....	HUGHESVILLE..... 10.58	LA 10	.....	f 1 25
s 6 55	205.13	LS....	HOUSTONIA..... 5.61	LA 16	.....	f 1 10
s 7 20	211.04	LS....	SWEET SPRINGS..... 6.51	LA 22	24	f 12 50
s 7 40	215.87	P.....	EMMA.....W 4.23	LA 26	.....	s 12 30
s 8 05	219.92	LS....	CONCORDIA..... 4.05	LA 30	.....	s 12 15PM
s 8 50	231.90	LS....	HIGGINSVILLE..... 11.98	LA 42	.....	s 11 35AM
f 9 00	235.60	.....	PAGE CITY..... 8.79	LA 46	.....	f 11 15
s 9 30	244.39	P.....	LEXINGTON..... 1.76	LA 55	Yd.	f 10 45
s 9 45AM	246.15	CS.....	MYRICK.....CWY	G 118	Yd.	10 30AM
Daily Ex. Sunday			57.21			Daily Ex. Sunday

**BAGNELL SUBDIV.—BETWEEN
JEFFERSON CITY AND BAGNELL**

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
695 Local Freight						696 Local Freight
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday
.....	125.33	CS...Jefferson City..	CDOTWY	125	Yd.	.....
.....	133.10	.....	SCRUGGS..... 7.77	GA 8	5	.....
.....	138.06	.....	LOHMAN..... 4.96	GA 13	10	.....
.....	144.40	LS....	RUSSELLVILLE..... 6.34	GA 19	22	.....
.....	149.24	.....	ENON..... 4.84	GA 24	.....	.....
.....	153.27	LS....	OLEAN..... 4.03	GA 28	15	.....
.....	158.65	LS....	ELDON.....W 5.38	GA 33	19	.....
.....	159.00	.....	C. R. I. & P. CROSSING... 0.35	.....	.....	.....
.....	161.95	.....	AURORA SPRINGS..... 2.95	GA 37	.....	.....
.....	168.25	LS....	BAGNELL.....Y 6.30	GA 43	Yd.	.....
			42.92			

**GLENCOE SUBDIV.—BETWEEN JB JCT.
AND RK JCT.**

TRAINS WESTWARD FIRST CLASS	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD FIRST CLASS
35 Passenger						36 Passenger
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday
5 33PM	24.08	P.....	JB JCT.....	.....	.....	5 35AM
f 5 35	25.78	P...	YEATMAN..... 1.70	25	45	f 5 32
s 5 37	26.51	LS..	GLENCOE.....* 0.73	26	.....	s 5 31
5 42PM	29.70	P.....	RK JCT..... 3.19	.....	.....	5 26AM
Daily Ex. Sunday			5.62			Daily Ex. Sunday

**MARSHALL SUBDIV.—BETWEEN
MS SIDING AND MARSHALL**

TRAINS WESTWARD FIRST CLASS	Siding Capacity in Cars	Miles from St. Louis—Seventh Street	TIME-TABLE No. 89 OCTOBER 31, 1948		Station Numbers	Miles from Kansas City	TRAINS EASTWARD FIRST CLASS
33 Passenger							34 Passenger
Daily			STATIONS				Daily
10 45AM	.....	202.17	P.....	MS SIDING...Y	G 73	88.61	1 45PM
s 11 00AM	Yd.	204.08	LS....	MARSHALL..... 1.91	GB 2	90.52	1 30PM
Daily				1.91			Daily

Note 1.—Between JB Jct. and RK Jct., Signal Indication, both Opposing and Following Movements.

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

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

Marshall Subdiv. No. 33 is superior to No. 34.
Lexington Subdiv. No. 695 is superior to No. 696

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:

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	79	79	shown on	79	79	above speed	
Sedalia	55	75	79	79		79	79		
Glencoe	40	60	60	60		60	60	shown on	
River	40	50	50	50	slow speed	50	50		
Lexington	25	25	25	25		25	25	slow speed	
Bagnell	20	20	20	20		20	20		
Marshall	15	20	20	20	signs	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 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	2321 to 2389	55
201 to 208(D)	65	2638 to 2651	50
301 to 320(D)	65	4100 and 4101(D)	35
402 to 486	45	4102 and 4103(D)	75
501 to 524(D)	65	4104 to 4111(D)	65
561 to 576(D)	65	5308 to 5316	80
800 to 815(D)	30	5321 to 5327	90
1201 to 1280		5344 to 5347	80
Psg. Service	55	6001	90
Frt. Service	63	6401 to 6444	80
1301 to 1325		6501 to 6515	70
Psg. Service	55	6601 to 6629	80
Frt. Service	63	7000 to 7006(PD)	98
1401 to 1571		7010 and 7011(PD)	98
Psg. Service	55	7014 to 7017(PD)	98
Frt. Service	63	7100(PD)	90
1701 to 1714	55	9000 to 9012(D)	35
1715 to 1719	50	9102 to 9122(D)	35
1720 to 1729	63		
1803 to 1817	45		
2101 to 2125	90		
2201 to 2215	90		

D—Diesel. PD—Passenger Diesel.

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars. Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242 are streamlined—HIGH center of gravity cars.

CONSIST "D".....Diesel engines with Streamlined, light-weight—LOW center of gravity cars only. MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" prefix or "River" suffix, and Rock Island Sleepers 504, 505, 508, 510, 511 and 512 are Streamlined—LOW center of gravity cars.

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

3-A. Engines Light Moving Forward:

Steam road engines, running light in forward movement, with or without caboose..... 45

Diesel freight and passenger engines, running light in forward movement, with or without caboose..... Maximum train speed

3-B. Engines Running Backward:

Engines running backward with or without cars:
St. Louis, Glencoe, Sedalia and River Subdivs..... 25
Lexington, 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

3-D. Specific Locations Where Speed is Restricted:		Miles Per Hour	
		Consist "A"	Consists "B" "C" and "D"
St. Louis Terminal:			
23rd Street, Interlocking Limits.....	10	10	10
Grand Avenue, Interlocking Limits.....	10	10	10
Kirkwood.....	30	30	30
Davis Street, Interlocking Limits.....	20	20	20
New Haven: No. 9, Sunday only, to discharge mail..			
		20	20
Hermann: No. 9, Sunday only, to discharge mail..			
		20	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	40
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:

EASTWARD					WESTWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	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	15	24
65	124	28	124	21	70	17	03	17	25
70	123	35	123	26	70	18	02	19	31
70	121	20	121	06	70	20	15	20	22
70	120	38	120	26	60	21	02	21	22
70	119	38	119	24	70	22	21	22	32
55	118	22	117	26	70	23	12	24	04
55	116	25	115	29	65	24	04	24	38
70	109	35	109	28	70	24	38	27	03
65	109	05	108	30	60	27	03	27	31
70	107	23	107	16	70	30	22	31	12
60	107	01	106	33	70	32	24	33	14
55	97	29	97	24	70	33	30	34	19
65	94	20	94	15	70	37	21	39	00
70	94	02	93	32	70	40	00	40	23
55	93	02	92	37	65	41	24	42	11
70	92	11	92	06	65	48	35	49	27
55	89	26	89	14	70	58	18	58	38
50	89	10	88	35	60	61	28	62	00
45	88	30	88	15	60	63	15	64	00
45	88	07	87	36	60	64	36	65	12
60	87	33	87	29	55	67	00	67	17
60	86	15	86	09	60	70	27	70	36
55	84	35	83	35	70	71	08	71	12
55	81	16	80	09	60	72	09	72	19
60	75	28	75	17	60	73	15	74	16
60	74	16	73	15	60	75	17	75	28
60	72	19	72	09	55	80	09	81	16
70	71	12	71	08	55	83	35	84	35
60	70	36	70	27	60	86	09	86	15
55	67	17	67	00	60	87	29	87	33
60	65	12	64	36	45	87	36	88	07
60	64	00	63	15	45	88	15	88	30
60	62	00	61	28	50	88	35	89	10
70	58	38	58	18	55	89	14	89	26
65	49	27	48	35	70	92	06	92	11
65	42	11	41	24	55	92	37	93	02
70	40	23	40	00	70	93	32	94	02
70	39	00	37	21	65	94	15	94	20
70	34	19	33	30	55	97	24	97	29
70	33	14	32	24	60	106	33	107	01
70	31	12	30	22	70	107	16	107	23
60	27	31	27	03	65	108	30	109	05
70	27	03	24	38	70	109	28	109	35
65	24	38	24	04	55	115	29	116	25
70	24	04	23	12	55	117	26	118	22
70	22	32	22	21	70	119	24	119	38
60	21	22	21	02	70	120	26	120	38
70	20	22	20	15	70	121	06	121	20
70	19	31	18	02	70	123	26	123	35
70	17	25	17	03	65	124	21	124	28
65	15	24	13	36	45	124	31	125	19

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—Concluded:

EASTWARD					WESTWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	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
65	261	18	260	05	65	126	24	128	38
55	259	31	259	16	50	128	38	129	33
65	257	07	256	16	60	129	35	135	32
45	249	15	248	20	50	136	22	139	00
70	232	05	231	28	55	139	00	143	34
65	227	31	227	20	70	146	03	146	19
60	222	16	221	33	60	146	22	147	22
55	221	15	220	38	70	147	26	148	37
55	220	09	219	02	50	150	06	150	30
35	219	02	217	25	70	151	05	151	22
70	212	21	211	38	70	153	22	154	00
65	206	05	205	12	60	154	14	155	36
65	193	18	192	40	70	156	28	157	10
60	192	18	191	31	70	157	24	158	02
70	186	38	185	35	70	158	13	158	33
70	183	38	183	23	70	160	37	161	10
60	178	27	178	08	50	162	05	163	01
70	178	04	177	10	70	166	37	167	09
70	176	20	176	05	55	168	13	169	25
60	174	12	173	32	55	170	20	171	06
70	173	16	173	05	70	173	05	173	16
55	171	06	170	20	60	173	32	174	12
55	169	25	168	13	70	176	05	176	20
70	167	09	166	37	70	177	10	178	04
50	163	01	162	05	60	178	08	178	27
70	161	10	160	37	70	183	23	183	38
70	158	33	158	13	70	185	35	186	38
70	158	02	157	24	60	191	31	192	18
70	157	10	156	28	65	192	40	193	18
60	155	36	154	14	65	205	12	206	05
70	154	00	153	22	70	211	38	212	21
70	151	22	151	05	35	217	25	219	02
50	150	30	150	06	55	219	02	220	09
70	148	37	147	26	55	220	38	221	15
60	147	22	146	22	60	221	33	222	16
70	146	19	146	03	65	227	20	227	31
55	143	34	139	00	70	231	28	232	05
50	139	00	136	22	45	248	20	249	15
60	135	32	129	35	65	256	16	257	07
50	129	33	128	38	55	259	16	259	31
65	128	38	126	24	65	260	05	261	18
45	126	24	125	19	45	272	36	276	30

River Subdiv.:									
15	272	16	272	13	30	129	9	129	18
35	251	10	250	20	40	137	21	137	33
45	193	28	193	12	45	171	6	173	2
45	188	3	187	24	35	176	5	177	5
45	185	13	185	5	45	185	5	185	13
35	177	5	176	5	45	187	24	188	3
45	173	2	171	6	45	193	12	193	28
40	137	33	137	21	35	250	20	251	10
30	129	18	129	9	15	272	13	272	16

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. 201 to 208.....	50
Nos. 301 to 320.....	50
Nos. 501 to 576.....	50
Nos. 800 to 815.....	30
Nos. T&P 2000 to 2007.....	50
Nos. 4100, 4101, 9000 to 9012, 9102 to 9122, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 to 4111.....	50
Nos. 7000 to 7017.....	50
No. 7100.....	50

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

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
<p>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.</p>	
Bridge Derrick Cars (non-revolving), boom disconnected.....	Maximum Train Speed Consist "A"
<p>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.</p>	
Bridge Derrick-Pile Driver (combination machine)...	25
<p>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.</p>	
American Ditchers, self-propelling.....	20
<p>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.</p>	

3-F. Concluded:	Miles Per Hour
Locomotive Cranes or Clam Shells.....	20
<p>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.</p>	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
<p>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.</p>	
Rail Unloaders.....	Maximum Train Speed Consist "A"
<p>Rail unloaders must have boom disconnected and stored on car.</p>	
Scale Test Cars must be handled next to caboos..	Maximum Train Speed Consist "A"
<p>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.</p>	

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, MA in 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.....	REpublic 0010.....	1332 McCutcheon.....	WEBster 75.
★Dr. D. B. Ecker, Local and Dispensary Surgeon.....	Pacific, Mo.....		29.....		29-A.
★Dr. A. L. McNay, Local and Dispensary Surgeon.....			57.....		124.
★Dr. H. D. Steinbeck, Local and Dispensary Surgeon.....	Pacific, Mo.....		70.....		70.
★★Dr. J. P. Post.....	Washington, Mo.....	414 Cedar.....	5.....	421 West Third.....	106.
★★Dr. B. P. Eisenmann.....	New Haven, Mo.....	New Haven.....	101.....	New Haven.....	103.
★★Dr. H. Workman.....	Hermann, Mo.....		345.....	1008 Washington.....	345
Dr. C. T. Shaw, Local and Dispensary Surgeon.....	Hermann, Mo.....	1008 Washington.....	345.....	1008 Washington.....	345.
EMERGENCY STATION 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.....	1213 Elmerine.....	265.
★★Dr. K. S. Latham, Local and Dispensary Surgeon.....	California, Mo.....		9.....	200 South High.....	204
★★Dr. J. P. Burke, Jr.....	California, Mo.....	315 South Oak.....	15—2 Rings.....	Owens and Versailles.....	15—3 Rings.
★★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.....	369.
★Dr. D. P. Dyer, Division Surgeon.....	Sedalia, Mo.....	Third Nat. Bank Bldg.....	1773.....	524 South Grand.....	1140-R.
★Dr. J. B. Carlisle, Division Surgeon.....	Sedalia, Mo.....	314 South Ohio.....	1092.....	1019 West Sixth.....	1427
★Dr. A. L. Walter, Division Surgeon.....	Sedalia, Mo.....	120 West Fifth.....			
★Dr. D. R. Edwards, Asst. Surgeon.....	Sedalia, Mo.....	107 South Ohio.....	786.....	1619 South Moniteau.....	2620.
★Dr. A. J. Campbell, Asst. Surgeon.....	Sedalia, Mo.....	312 South Ohio.....	989.....	319 East Broadway.....	336
★Dr. W. M. Wheeler, Asst. Surgeon.....	Sedalia, Mo.....	500½ South Ohio.....	312.....	828 West Sixth.....	1050.
★Dr. W. A. Beckemeyer, Asst. Surgeon.....	Sedalia, Mo.....	120 West Fifth.....	666.....	Hotel Bothwell.....	385.
★★Dr. G. W. Grove.....	Knobnoster, Mo.....		133.....	Knobnoster.....	137.
★★Dr. C. S. Johnson, Local and Dispensary Surgeon.....	Warrensburg, Mo.....	114 East Market.....	4.....	821 South Maguire.....	695.
★★Dr. H. F. Parker, Local and Dispensary Surgeon.....	Warrensburg, Mo.....	217½ North Holden.....	155.....	118 West Gay.....	60.
★Dr. H. Harkness.....	Warrensburg, Mo.....	217½ North Holden.....	155.....	619 South Holden.....	814.
★★Dr. K. Rawlins, Local and Dispensary Surgeon.....	Holden, Mo.....	West Third.....	43.....	6th and Olive.....	42.
★★Dr. A. W. Eklund.....	Pleasant Hill, Mo.....	129 First.....	3.....	182 Pine.....	181-W.
★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.....	1216.....	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. 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.....	758 South Brunswick.....	578.
★★Dr. G. A. Kelling.....	Waverly, Mo.....		WAverly 32.....		WAverly 19
★★Dr. W. E. Koppenbrink.....	Higginsville, Mo.....		21.....	1303 Main.....	440.
★★Dr. C. T. Ryland.....	Lexington, Mo.....	1315 Franklin.....	82.....	1809 Main.....	135.
★Dr. E. O. Shelton.....	Eldon, Mo.....	6 South Maple.....	216.....	109 West High.....	126.
★Dr. B. H. Brascher.....	Lexington, Mo.....	1110 Main.....	9.....	8 Thirteenth.....	429.

★Medical Examiners for Examination of all Applicants.

★★Medical Examiners for Examination of Applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.