

DIVISION OFFICERS

J. A. AUSTIN.....Superintendent.....Kansas City, Mo.
E. H. CAMPBELL..Superintendent,
Kansas City Terminal
Div.....Kansas City, Mo.
G. H. NEEDHAM..Assistant Superintendent,
Kansas City Terminal
Div.....Kansas City, Mo.
W. CRIMM.....Trainmaster,
Kansas City Terminal
Div.....Kansas City, Mo.
M. G. JACKSON....Trainmaster,
Kansas City Terminal
Div.....Kansas City, Mo.
R. F. HICKERSON .Assistant Trainmaster,
Kansas City Terminal
Div.....Kansas City, Mo.
H. A. HOPKINS....Trainmaster, St. Louis,
Glencoe and Bagnell
Subdivs.....Jefferson City, Mo.
E. M. BISHOP.....Trainmaster, Sedalia
Subdiv.....Jefferson City, Mo.
K. M. CONVERSE..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. WALKER....Road Foreman of Engines,
Kansas City Terminal
Div.....Kansas City, Mo.
H. H. GREEN.....Division Trainmaster...Jefferson City, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIMETABLE No. 99

Effective 12:01 a. m. Sunday, October 30, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 98, effective April 24, 1955
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 12, THIS
DIVISION, EFFECTIVE NOVEMBER 15, 1954; AND
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL
DIVISION SPECIAL INSTRUCTIONS No. 8,
EFFECTIVE NOVEMBER 15, 1954.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer.

M. L. SMITH, General Superintendent Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

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.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

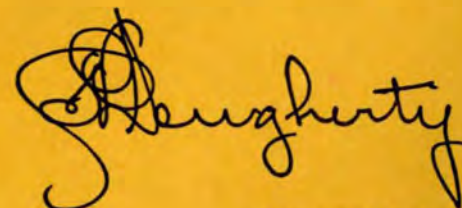
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily 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.

Train dispatcher 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, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite 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.



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.

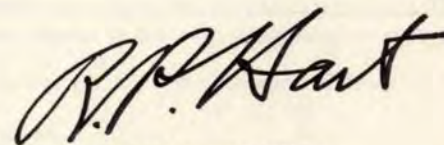
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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
Pleasant Hill.....	Eastern Div..... 211	Joplin Div..... 232	Indefinitely	.....	For connection.
" "	" "	" "	4:52 p. m.	10 Min.	For revenue passengers.
" "	Joplin Div..... 221	Eastern Div..... 210	Indefinitely	.....	For connection.
Kansas City.....	Eastern Div..... 12	Cent. Kans. Div.... 12	"	.....	"
(Union Station)	" "	All Connecting Lines	7:25 a. m.	24 Min.	For revenue passengers reported.
" "	" "	Cent. Kans. Div.... 126	11:45 p. m.	15 Min.	For connection.
" "	" "	All Connecting Lines	11:45 p. m.	15 Min.	For revenue passengers.
" "	" "	Omaha Div..... 106	Indefinitely	.....	For connection.
" "	" "	AT&SF..... 12 & 212	12:30 p. m.	10 Min.	For revenue passengers.
" "	" "	All Connecting Lines	12:01 a. m.	16 Min.	For revenue passengers.
" "	Omaha Div..... 105	Eastern Div..... 5	Indefinitely	.....	For connection.
" "	Central Kan. Div. 11	" "	Indefinitely	.....	For connection.
" "	" " " 125	" "	9:00 a. m.	30 Min.	" "

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.
- m—Stop on signal to receive or discharge revenue passengers and first class mail.

EXPLANATION OF CHARACTERS:

- ⓑ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - e—Eastward.
 - P—Telephone Communication only.
 - w—Westward.
 - W—Water.
 - Y—Wye Track.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of service specified by General Order).
 - TP—Telegraph or Telephone Office; not a train order office.
 - *—Mail Crane.
 - §—Track Scales.
- 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 TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Nos.					
		f36	f35	f210	f211	f94	f95
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				
Riovale.....	24.04	f36	f35				
Allenton.....	30.07	f36	f35				
Sedalia Subdiv.:							
Little Blue.....	265.84	f210	f211				
River Subdiv.:							
Marion.....	139.12	f94	f95				
Overton.....	161.04	f94	f95				

ST. LOUIS SUBDIV.—BETWEEN KIRKWOOD AND JEFFERSON CITY

TRAINS WESTWARD					STATIONS	TRAINS EASTWARD							
SECOND CLASS						SECOND CLASS							
71 Red Ball Freight	61 Red Ball Freight	79 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight		70 Red Ball Freight	62 Red Ball Freight	80 Red Ball Freight	68 Red Ball Freight				
Daily	Daily	Daily	Daily	Daily	STATIONS					Daily	Daily	Daily	Daily
9 00PM	8 30PM	7 00PM	2 00PM	1 30AM	ST. LOUIS 23rd St. 0.74					6 30AM	6 00PM	3 00AM	5 30AM
9 40	9 10	7 40	2 40	2 10	12.21					4 00	4 05	9 00PM	2 00AM
					CS. KIRKWOOD 2.17								
					P. HI 0.90								
					P. BARRETTS 2.20								
					P. PA 0.19								
					TP. VALLEY PARK 3.88								
					P. BY 1.09								
					P. JEDBURG 0.15								
					P. JB JCT 3.83								
					TP. EUREKA 6.93								
					TP. PACIFIC. WY* 0.16								
					CS. K TOWER 4.94								
					P. GRAY SUMMIT 6.63								
					P. HD 5.18								
					CS. WASHINGTON 2.79								
					P. WG 9.59								
					LS. NEW HAVEN 0.15								
					P. NH CROSSOVER 7.46								
					P. BE CROSSOVER 0.27								
					TP. BERGER 0.18								
					P. BW CROSSOVER 3.54								
					P. JJ SIDING 2.17								
					LS. HERMANN 0.14								
					P. HN CROSSOVER 6.97								
					P. KK JCT 0.40								
					CS. GASCONADE 4.31								
					LS. MORRISON 0.12								
					P. MO CROSSOVER 7.24								
					LS. CHAMOIS 0.14								
					P. CH CROSSOVER 12.70								
					LS. BONNOT'S MILL 0.10								
					P. BM CROSSOVER 3.59								
					P. LL JCT 0.23								
					DRAW BRIDGE 0.30								
					LS. OSAGE 7.01								
					P. JC 1.00								
11 50PM	11 20PM	9 50PM	5 40PM	4 50AM	CS. Jefferson City 108.65					1 45AM	1 45PM	6 00PM	11 30 PM
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily

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

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

Two mile post locations at PA are one and the same point, 18.75 is new mileage account change in line east of PA made in November, 1945, and 18.77 is old mileage.

Note 1—Between Kirkwood and WG, 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 WG and KK Jct., Signal Indication, with Current of Traffic.
 Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

ⓑ Radio Base Station is located in 21st. Street Yardmaster's tower, St. Louis, Mo.

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS WESTWARD						SECOND CLASS 91 Local Freight Tuesday, Thursday and Saturday
				FIRST CLASS						
				5 Passenger Daily	15 Passenger Daily	11 Passenger Daily	35 Passenger Daily Ex. Saturday and Sunday	9 Passenger Daily		
		STATIONS		8 50AM	2 10PM	4 00PM	4 25PM	11 17PM		9 00AM
		ST. LOUIS UNION STATION 0.74								
		ST. LOUIS 23rd St. 12.21								
13	13.48	Note 1	CS. KIRKWOOD	b 9 10	b 2 30	b 4 20	s 5 05	b 11 40PM		9 45
13a	15.65		P. HI							
16	16.55		P. BARRETTS				s 5 12			
	18.75		P. PA							
	18.77		P. PA							
18	18.96		TP. VALLEY PARK				s 5 17			
	22.84		P. BY							
24	23.93		P. JEDBURG *				s 5 32			
	24.08		P. JB JCT							
29	27.91		TP. EUREKA *				s 5 38			
36	34.84	TP. PACIFIC. WY* §			b 4 38	s 5 50PM			10 30	
	35.00	CS. K TOWER. ®								
40	39.94	P. GRAY SUMMIT								
	46.57	P. HD								
	51.75	CS. WASHINGTON. ®		s 9 47	s 3 08	4 53		s 12 20AM		11 30AM
54	54.93	P. WG		9 50	3 11	4 56		12 23		
	57.72	P. WG						12 32		
67	67.31	LS. NEW HAVEN. ®*			a 3 23					
	67.46	P. NH CROSSOVER								
	74.92	P. BE CROSSOVER								
74	75.19	TP. BERGER *			a 3 32					
	75.37	P. BW CROSSOVER								
	78.91	P. JJ SIDING		10 10	3 36	5 14		12 42		
80	81.08	LS. HERMANN. ®*			a 3 40			s 12 48		
	81.22	P. HN CROSSOVER								
	88.19	P. KK JCT								
88	88.59	CS. GASCONADE. ®*		10 22	f 3 50	5 24		12 58		1 00PM
92	92.90	LS. MORRISON *								
	93.02	P. MO CROSSOVER								
100	100.26	LS. CHAMMOIS. ® Y*			a 4 03			s 1 13		
	100.40	P. CH CROSSOVER								
112	113.10	LS. BONNOT'S MILL *						s 1 28		
	113.20	P. BM CROSSOVER								
	116.79	P. LL JCT								
	117.02	DRAW BRIDGE. (Osage River)								
117	117.32	LS. OSAGE *		10 47	4 20	5 48		1 33		2 30
	124.33	P. JC								
125	125.33	CS. Jefferson City. ®DWY §		s 11 00AM	s 4 35PM	s 6 00PM		s 1 55AM		3 00PM
	108.65			Daily	Daily	Daily	Daily Ex. Saturday and Sunday	Daily		Tuesday, Thursday and Saturday

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- 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 WG and KK Jct., Signal Indication, with Current of Traffic.
- Between Gasconade and LL Jct., Signal Indication, with Current of Traffic.

® Radio Base Station is located in 21st. Street Yardmaster's tower, St. Louis, Mo.

ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

5

Siding Capacity in Cars	Miles from Kansas City	TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS EASTWARD									
				FIRST CLASS							SECOND CLASS		
				10 Passenger Daily	36 Passenger Daily Ex. Saturday and Sunday	12 Passenger Daily	6 Passenger Daily	14 Passenger Daily			90 Local Freight Monday, Wednesday and Friday		
		STATIONS											
		ST. LOUIS UNION STATION 0.74		6 50AM	6 57AM		12 01PM	5 40PM	10 15PM				
		ST. LOUIS 23rd St. 12.21										3 00PM	
Yd.	265.88	Note 1	CS..... KIRKWOOD	c 6 10	s 6 15		c 11 31AM	c 5 10	c 9 45			2 15	
	263.71		P..... HI		6 08								
	262.81		P..... BARRETTS		s 6 05								
	260.61		P..... PA										
	260.42		TP... VALLEY PARK		s 5 55								
	256.54		P..... BY										
	255.45		P..... JEDBURG	*	s 5 43								
	255.30		P..... JB JCT										
	251.47		TP..... EUREKA	*	s 5 35								
	244.54		TP..... PACIFIC. WY*§		5 20AM								1 30PM
	244.38	CS..... K TOWER	®										
	239.44	P..... GRAY SUMMIT											
	232.81	P..... HD											
	227.63	CS WASHINGTON	®	s 5 20			10 51	s 4 28	s 9 00			11 30AM	
	224.84	P..... WG		5 01			10 48	4 24	8 50				
	215.25	LS..... NEW HAVEN	®*	a 4 52					s 8 40				
	215.10	P..... NH CROSSOVER											
	207.64	P..... BE CROSSOVER											
	207.37	TP..... BERGER	*						s 8 29				
	207.19	P..... BW CROSSOVER											
125	203.65	P..... JJ SIDING		4 39			10 29	4 05	8 23				
	201.48	LS..... HERMANN	®*	a 4 36					s 8 20				
	201.34	P..... HN CROSSOVER											
	194.37	P..... KK JCT											
100	193.97	CS..... GASCONADE	®*	a 4 26			10 17	3 54	8 08			10 00	
	189.66	LS..... MORRISON	*	a 4 20									
	189.54	P..... MO CROSSOVER											
100	182.30	LS..... CHAMOIS	®Y*						a 7 55				
	182.16	P..... CH CROSSOVER											
	169.46	LS..... BONNOT'S MILL	*						a 7 42				
	169.36	P..... BM CROSSOVER											
	165.77	P..... LL JCT											
	165.54	..... DRAW BRIDGE	Osage River									
	165.24	LS..... OSAGE	*	a 3 55			9 53	3 28	7 33			9 15	
	158.23	P..... JC											
Yd.	157.23	CS Jefferson City	®DWY§	3 45AM			9 45AM	3 20PM	7 25PM			9 00AM	
		108.65		Daily	Daily Ex. Saturday and Sunday		Daily	Daily	Daily			Monday, Wednesday and Friday	

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SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 99 OCTOBER 30, 1955	TRAINS WESTWARD						SECOND CLASS			
			FIRST CLASS						97	93		
			9 Passenger	5 Passenger	15 Passenger	211 Passenger	11 Passenger		Local Freight	Local Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily		Monday, Wednesday and Friday	Daily Ex. Sunday		
125	125.33	Note 1 CS. Jefferson City. @DWY § 2.62 P. SR JCT 4.46	Two Main Tracks	2 20AM	11 05AM	.....	4 40PM	.....	6 05PM	.....	5 00AM	.....
127	127.95			2 23	11 08	.....	4 44	.....	6 08	.....	5 05	.....
132	132.41	P. SCOTT.....		2 27	11 12 ⁷⁸	.....	4 48	.....	6 12	.....	5 15	.....
140	140.26	P. CENTERTOWN.....*		2 35	11 21	.....	4 56	.....	6 19	.....	5 30	.....
144	144.72	P. MCGIRK.....*		2 47 ¹⁰	11 25	.....	5 00	.....	6 24	.....	5 40	.....
150	150.38	CS. CALIFORNIA.....@*		a 2 53	a 11 32	.....	s 5 08	.....	6 30	.....	6 00	.....
156	156.63	P. CLARKSBURG.....*		2 59	11 38	.....	5 14	.....	6 36 ¹⁴	.....	6 10	.....
162	162.87	LS. TIPTON.....@*		a 3 05	11 44	.....	s 5 22	.....	6 42	.....	6 25	.....
168	168.13	TP. SYRACUSE.....*		3 11	11 49	.....	5 27	.....	6 46	.....	6 35	.....
175	175.75	P. OTTERVILLE.....*		3 19	11 56AM	.....	5 34	.....	6 53	.....	6 50	.....
181	181.11	LS. SMITHTON.....*		3 25	12 01PM	.....	5 39	.....	6 58	.....	7 00	.....
187	187.79	CS. SA TOWER—M.K.T. CROSSING... 1.15		3 31	12 07	.....	5 47	.....	7 04	.....	7 10	.....
188	188.94	CS. SEDALIA.....@WY § 6.80		s 4 00	s 12 15	.....	s 5 55 ¹⁴	.....	s 7 10	.....	7 25AM	7 35AM
195	195.74	P. DRESDEN.....*		4 07	12 22	.....	6 13	.....	7 16	.....	.....	7 50
200	200.91	LS. LAMONTE.....*		4 12	12 27	.....	6 18	.....	7 21	.....	.....	8 00
208	208.13	LS. KNOBNOSTER.....*		4 19	12 33	.....	f 6 25	.....	7 27	.....	.....	8 16 ¹²
218	218.40	CS. WARRENSBURG.....@* 6.05		s 4 40	s 12 45	.....	s 6 42	.....	a 7 37	.....	.....	8 45 ⁷⁸
224	224.45	P. CENTERVIEW.....*		4 46 ⁹²	12 51	.....	6 48	.....	7 42	.....	.....	8 55
232	232.83	LS. HOLDEN.....*		4 54	12 59	.....	s 6 58	.....	7 49	.....	.....	9 10
237	237.56	P. KINGSVILLE.....*		4 59	1 04	.....	7 03	.....	7 53	.....	.....	9 20
242	243.08	P. STRASBURG.....* 5.52		5 04	1 10 ⁶	.....	7 08	.....	7 58	.....	.....	9 30
249	249.14	P. PE SIDING..... 0.13		.....	.....	.....	.....	.....	.....	.....	.....	.....
249	249.27	CS. PLEASANT HILL. @WY* 3.07		s 5 20	a 1 19	.....	s 7 20	4 50PM	8 04	.....	.....	10 15
252	252.34	P. AVON.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
254	255.09	P. GREENWOOD.....*		.....	.....	.....	f 4 57	.....	.....	.....	.....	.....
259	259.87	TP. LEE'S SUMMIT.....* 4.78		a 5 34	a 1 33	.....	.....	s 5 10	.....	.....	.....	.....
265	265.10	P. LB SIDING..... 5.23		.....	.....	.....	.....	.....	.....	.....	.....	.....
271	270.83	P. ELM PARK..... 5.73		5 45	1 45	.....	7 42	5 25	8 22	.....	.....	11 00
273	273.27	CS. INDEPENDENCE.....* 2.04		s 6 05	a 1 55	.....	s 7 48	s 5 35	a 8 27	.....	.....	11 30AM
276	276.84	.....ROCK CREEK JCT... 3.57		.....	.....	.....	.....	.....	.....	.....	.....	.....
278	278.24	.....KCSW JCT... 1.40		.....	.....	.....	.....	.....	.....	.....	.....	.....
B 1	279.01	CS. KANSAS CITY EAST YARD @DWY § 0.77		.....	.....	.....	.....	.....	.....	.....	.....	12 05PM
282	283.03	CS. KANSAS CITY UNION STATION.....		6 30AM	2 20PM	.....	8 20PM	6 15PM	9 00PM	.....	.....	.....
		PASSENGER.....157.23		Daily	Daily	.....	Daily	Daily	Daily	.....	.....	.....
		FREIGHT.....153.21		Daily	Daily	.....	Daily	Daily	Daily	.....	.....	.....
						.....				Monday, Wednesday and Friday		Daily Ex. Sunday

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

Two mile post locations at Smithton, Mo. are one and the same point, 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 one and the same point, 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 Strasburg 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	TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS EASTWARD						SECOND CLASS	
				FIRST CLASS						92 Local Freight	96 Local Freight
				12 Passenger	6 Passenger	14 Passenger	10 Passenger	210 Passenger	92 Daily Ex. Sunday	96 Tuesday, Thursday & Saturday	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Yd.	157.23	Note 1 CS... Jefferson City @ DWY § 2.62 P..... SR JCT..... 4.46	Two Main Tracks	s 9 40AM	s 3 15PM	.....	s 7 15PM	s 3 30AM	.....	10 50AM	
....	154.61			9 35	3 10	.....	7 08	3 05	.....	10 45	
54	150.15	P..... SCOTT.....		9 31	3 05	.....	7 03	2 59	.....	10 35	
70	142.30	P..... CENTERTOWN.....*		9 23	2 57	.....	6 54	2 51	.....	10 25	
70	137.84	P..... McGIRK.....*		9 19	2 53	.....	6 49	247 9	.....	10 15	
75	132.18	CS..... CALIFORNIA.....@*		a 9 14	a 2 48	.....	s 6 44	2 42	.....	10 05	
42	125.93	P..... CLARKSBURG.....*		9 07	2 41	.....	636 11	2 36	.....	9 50	
70	119.69	LS..... TIPTON.....@*		9 02	2 35	.....	s 6 25	2 30	.....	9 40	
46	114.43	TP..... SYRACUSE.....*		8 57	2 30	.....	6 18	2 25	.....	9 25	
50	106.81	P..... OTTERVILLE.....*		8 50	2 23	.....	6 10	2 18	.....	9 10	
66	101.45	LS..... SMITHTON.....*		8 45	2 18	.....	6 04	2 13	.....	9 00	
....	94.84	CS.. SA TOWER—M.K.T. CROSSING... 1.15		8 39	2 12	.....	5 58	2 07	.....	8 50	
Yd.	93.69	CS..... SEDALIA.....@WY		s 8 37	s 2 10	.....	s 555 15	s 2 05	.....	6 30AM	8 45AM
100	86.89	P..... DRESDEN.....*		8 27	1 56	.....	5 39	1 27 79	.....	6 00	.....
54	81.72	LS..... LAMONTE.....*		8 22	1 51	.....	5 34	1 22	.....	5 50	.....
60	74.50	LS..... KNOBNOSTER.....*		8 16 93	1 45	.....	f 5 28	1 15	.....	5 40	.....
46	64.23	CS.. WARRENSBURG.....@*		a 8 07	s 1 36	.....	s 5 18	s 1 06	.....	5 20	.....
100	58.18	P..... CENTERVIEW.....*		8 00	1 28	.....	5 08	12 48	.....	4 46 9	.....
65	49.80	LS..... HOLDEN.....*		7 53	1 20	.....	s 5 00	12 40	.....	4 26	.....
54	45.07	P..... KINGSVILLE.....*		7 49	1 15	.....	4 53	12 36	.....	4 17	.....
70	39.55	P..... STRASBURG.....*		7 44	1 10 5	.....	4 48	12 31	.....	4 10	.....
70	33.49	P..... PE SIDING.....*		.....	.....	.....	.....	.....	.....	.....	.....
Yd.	33.36	CS.. PLEASANT HILL...@WY*		7 38	a 1 02	.....	m 4 42	s 12 25	s 12 50AM	4 00	.....
80	30.29	P..... AVON.....*		.....	.....	.....	.....	.....	.....	.....	.....
....	27.54	P..... GREENWOOD.....*		.....	.....	.....	.....	f 12 36	.....	.....	.....
84	22.76	TP.. LEE'S SUMMIT.....*		.....	a 12 50	.....	.....	s 12 06AM	s 12 30	.....	.....
60	17.53	P..... LB SIDING.....*		.....	.....	.....	.....	.....	.....	.....	.....
....	11.80	P..... ELM PARK.....*		7 17	12 37	.....	4 17	11 51PM	12 13	.....	3 30
....	9.76	CS..... INDEPENDENCE...*		a 7 15	a 12 35	.....	a 4 15	a 11 48	s 12 10AM	.....	3 25
....	6.19	..... ROCK CREEK JCT... 1.40		.....	.....	.....	.....	.....	.....	.....	.....
....	.....	..... KCSW JCT..... 0.77		.....	.....	.....	.....	.....	.....	.....	.....
....	.....	CS... KANSAS CITY EAST YARD.@DWY §		.....	.....	.....	.....	.....	.....	3 00AM	.....
....	.....	..... KANSAS CITY UNION STATION.....		7 01AM	12 20PM	.....	4 00PM	11 30PM	11 45PM	.....	.....
....	.....	PASSENGER..... 157.23		Daily	Daily	.....	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday
....	.....	FREIGHT..... 153.21		.....	.....	.....	.....	.....	.....	.....	.....

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
 Between Strasburg 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

Station Numbers Miles from St. Louis—Seventh Street		TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS WESTWARD									
				SECOND CLASS									
				71	273		81	95	75	271	79	61	
STATIONS		Red Ball Freight	Red Ball Freight		Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
		Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily		
125	125.33	CS. Jefferson City...@DWY	12 05AM		5 30AM	6 00AM	6 10PM		10 40PM	11 35PM			
127	127.95	P... SR JCT... 4.46	12 10AM		5 40AM	6 05AM	6 15PM		10 50	11 40PM			
132	132.41	P... SCOTT... 7.85							11 00				
140	140.26	P... CENTERTOWN... 4.46							11 15				
144	144.72	P... MCGIRK... 5.66							11 22				
150	150.38	CS... CALIFORNIA...@ 6.25							11 44 ⁷⁰				
156	156.63	P... CLARKSBURG... 6.24							11 52PM				
162	162.87	LS... TIPTON...@* 5.26							12 01AM				
168	168.13	TP... SYRACUSE... 7.62							12 10				
175	175.75	P... OTTERVILLE... 5.36							12 20				
181	181.11 181.18	LS... SMITHTON... 6.61							12 27				
187	187.79	CS... SA TOWER—M.K.T. CROSSING... 1.15							12 36				
188	188.94	CS... SEDALIA...@WY 6.80							1 10				
195	195.74	P... DRESDEN... 5.17							1 27 ¹⁰				
200	200.91	LS... LAMONTE... 7.22							1 56				
208	208.13	LS... KNOENOSTER... 10.27							2 10				
218	218.40	CS... WARRENSBURG...@* 6.05							2 25				
224	224.45	P... CENTERVIEW... 8.38							2 35				
232	232.83	LS... HOLDEN... 4.73							2 45				
237	237.56	P... KINGSVILLE... 5.52							2 55				
242	243.08	P... STRASBURG... 6.06							3 05				
249	249.14	P... PE SIDING... 0.13											
249	249.27	CS.PLEASANT HILL...@WY* 3.07		4 00AM				10 00PM	4 35AM				
252	252.34	P... AVON... 2.75											
254	255.09	P... GREENWOOD... 4.78											
259	259.87	TP.LEE'S SUMMIT... 5.23											
265	265.10	P... LB SIDING... 5.73											
271	270.83 271.23	P... ELM PARK... 2.04		4 35					11 12				
273	273.27	CS... INDEPENDENCE... 3.57		4 40					11 15PM				
276	276.84	ROCK CREEK JCT... 1.40											
278	278.24	KCSW JCT... 0.77											
B 1	279.01	CS.KANSAS CITY EAST YARD...@DWY	5 00AM	5 00AM	11 00AM		1 00AM	1 10AM		4 30AM			
	153.21		Daily	Daily	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 one and the same point, 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 one and the same point, 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 Strasburg 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

TRAINS EASTWARD

SECOND CLASS

TIMETABLE

No. 99

OCTOBER 30, 1955

Shling Capacity in Cars	Miles from Kansas City	STATIONS	78		272		62		80		94		68		274		70	
			Red Ball Freight	Daily	Red Ball Freight	Daily	Red Ball Freight	Daily	Red Ball Freight	Daily	Local Freight	Daily Ex. Sun.	Red Ball Freight	Daily	Red Ball Freight	Daily	Red Ball Freight	Daily
Yd. 157.23		Note 1 CS. Jefferson City...@DWY\$	1 00PM				1 30PM	5 00PM	5 30PM	11 05PM							1 25AM	
154.61		P. SR JCT	11 25AM				1 10PM	4 50PM	5 20PM	10 55PM							12 15	
54 150.15		P. SCOTT	11 12	5													12 08AM	
70 142.30		P. CENTERTOWN	10 53														11 58PM	
70 137.84		P. McGIRK	10 47														11 51	
75 132.18		CS. CALIFORNIA	10 40														11 44	79
42 125.93		P. CLARKSBURG	10 32														11 36	
70 119.69		LS. TIPTON	10 23														11 28	
46 114.43		TP. SYRACUSE	10 15														11 21	
50 106.81		P. OTTERVILLE	10 02														11 11	
66 101.45		LS. SMITHTON	9 55														11 04	
94.84		CS. SA TOWER—M.K.T. CROSSING	9 45														10 56	
Yd. 93.69		CS. SEDALIA...@WY	9 40														10 51	
100 86.89		P. DRESDEN	9 20														10 41	
54 81.72		LS. LAMONTE	9 10														10 34	
60 74.50		LS. KNOBOSTER	9 00														10 25	
46 64.23		CS. WARRENSBURG	8 45	93													10 10	
100 58.18		P. CENTERVIEW	8 35														10 01	
65 49.80		LS. HOLDEN	8 25														9 51	
54 45.07		P. KINGSVILLE	8 18														9 45	
70 39.55		P. STRASBURG	8 10														9 38	
70 33.49		P. PE SIDING																
Yd. 33.36		Note 1 CS. PLEASANT HILL...@WY*	8 00AM													9 30PM	9 30	
80 30.29		P. AVON																
27.54		P. GREENWOOD																
84 22.76		TP. LEE'S SUMMIT																
60 17.53		P. LB SIDING																
11.80		P. ELM PARK														8 50	9 00	
9.76		Note 2 CS. INDEPENDENCE														8 40	8 55	
6.19		ROCK CREEK JCT.																
		KCSW JCT.																
		CS. KANSAS CITY EAST YARD...@DWY\$														6 30PM	8 15PM	8 30PM
		153.21	Daily		Daily		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Note 1.—Between Jefferson City and SR Jct., Signal Indication, both Opposing and Following Movements.
Between Strasburg 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.

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS WESTWARD					
				SECOND CLASS					
				71 Red Ball Freight	81 Red Ball Freight	95 Local Freight	97 Local Freight	75 Red Ball Freight	61 Red Ball Freight
STATIONS		Daily	Daily	Daily Ex. Sunday	Monday, Wednesday and Friday	Daily	Daily		
127.95		P.....SR JCT.....	12 10AM	5 40AM	6 05AM		6 15PM	11 40PM	
129.31		P.....AA JCT.....	12 13	5 45	6 08		6 18	11 43	
130.97		P.....BB JCT.....	12 16	5 52	6 11		6 21	11 46PM	
G 15 143.87		CS.....SANDY HOOK.....	12 33	6 10	6 28		6 40	12 03AM	
G 22 151.19		P.....LUPUS.....	12 43	6 19	6 38		6 50	12 13	
G 27 156.78		TP.....WOOLDRIDGE.....	12 51	6 27	6 46		7 00	12 21	
G 35 164.66		P.....MERNA.....	1 01	6 39	7 00		7 15	12 31	
G 41 170.85		LS.....BOONVILLE.....	1 09	6 48	7 10		7 27	12 39	
177.20		P.....CC JCT.....	1 18	6 58	7 55		7 38	12 48	
180.21		P.....FF JCT.....	1 23	7 03	8 00		7 43	12 52	
G 58 186.91		LS.....BLACKWATER.....	1 32	7 16	8 15		8 05	1 01	
G 60 189.65		P.....NELSON.....			8 20				
G 66 195.02		P.....NAPTON.....	1 43	7 29	8 30		8 18	1 12	
G 73 202.17		P.....MS SIDING.....	1 52	7 45	8 40		8 40 ⁶⁸	1 21	
G 80 209.66		P.....STANHOPE.....	2 02	7 54	9 40		8 52	1 31	
G 86 215.23		LS.....MALTA BEND.....	2 09	8 01	10 00		9 00	1 38	
G 95 224.57		LS.....WAVERLY.....	2 22	8 13	10 39 ⁶²		9 20	1 50	
G101 230.65		P.....HODGE.....	2 32	8 30	10 50		9 33	1 58	
245.68		P.....GG JCT.....	2 52	8 55	11 15		9 55	2 18	
G118 247.62		CS.....MYRICK.....			11 30AM	12 15PM			
249.48		P.....HH JCT.....	2 59	9 01		12 20	10 01	2 24	
G124 253.41		P.....WELLINGTON.....							
G129 258.00		LS.....NAPOLEON.....	3 11	9 15		12 40	10 15	2 36	
G136 265.15		LS.....BUCKNER.....	3 22	9 27		12 55	10 27	2 47	
G139 268.67		LS.....LAKE CITY.....	3 27	9 36 ⁶²		1 07 ⁸⁰	10 33	2 52	
274.27		P.....JJ JCT.....	3 37	9 46		1 15	10 42	3 02	
276.23		CS.....CSETON-A.T.&S.F.Jct.®	3 45	10 00		1 20	10 45PM	3 10	
283.84		.....CONGO.....						
284.59		.....ROCK CREEK JCT.....						
285.99		.....KCSW JCT.....						
B 1 286.76		CS.....KANSAS CITY EAST YARD.®DWY§	5 00AM	11 00AM		2 00PM	1 00AM	4 30AM	
		158.81	Daily	Daily	Daily Ex. Sunday	Monday, Wednesday and Friday	Daily	Daily	

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

Two mile post locations at Wellington, Mo., are one and the same point, 253.51 is new mileage account change in line made in October, 1954, and 253.41 is old mileage.

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	TIMETABLE No. 99 OCTOBER 30, 1955		TRAINS EASTWARD						
				SECOND CLASS						
				96 Local Freight	62 Red Ball Freight	94 Local Freight	80 Red Ball Freight	68 Red Ball Freight		
STATIONS		Tuesday, Thursday and Saturday	Daily	Daily Ex. Sunday	Daily	Daily				
158.81		P.....SR JCT.....		1 10PM		5 20PM	4 50PM	10 55PM		
157.45		1.36 P.....AA JCT.....		1 03		5 15	4 43	10 45		
155.79		1.66 P.....BB JCT.....		1 00		5 10	4 40	10 40		
190 142.89		12.90 CS.....SANDY HOOK.....		12 40		4 45	4 22	10 20		
40 135.57		7.32 P.....LUPUS.....		12 30		4 30	4 12	10 10		
189 129.98		5.59 TP.....WOOLDRIDGE.....		12 22		4 20	4 05	9 59		
125 122.10		7.88 P.....MERNA.....		12 10		4 05	3 53	9 45		
		6.19								
125 115.91		LS.....BOONVILLE.....		12 01PM		3 43 ⁸⁰	3 43 ⁹⁴	9 35		
		6.35								
109.56		Note 2 P.....CC JCT.....		11 50AM		3 15	3 32	9 23		
		3.01								
106.55		P.....FF JCT.....		11 45		3 05	3 27	9 18		
		6.70								
130 99.85		LS.....BLACKWATER.....		11 33		2 55	3 15	9 05		
		2.74								
97.11		P.....NELSON.....				2 45				
		5.37								
125 91.74		P.....NAPTON.....		11 20		2 35	2 55	8 52		
		7.15								
125 84.59		P.....MS SIDING.....		11 10		1 35	2 46	8 40 ⁷⁵		
		7.49								
125 77.10		P.....STANHOPE.....		11 00		1 20	2 36	8 27		
		5.57								
203 71.53		LS.....MALTA BEND.....		10 53		1 10	2 28	8 18		
		9.34								
125 62.19		LS.....WAVERLY.....		10 39 ⁹⁶		12 50	2 13	8 04		
		6.08								
190 56.11		P.....HODGE.....		10 30		12 35	2 03	7 54		
		15.03								
41.08		Note 1 P.....GG JCT.....		10 08		12 05	1 40	7 32		
		-1.94								
Yd. 39.14		CS.....MYRICK.....		4 55AM		12 01PM				
		1.86								
37.28		P.....HH JCT.....		4 50	10 03		1 35	7 27		
		3.93								
33.35		P.....WELLINGTON.....								
		4.59								
125 28.76		LS.....NAPOLEON.....		4 35	9 50		1 22	7 15		
		7.15								
125 21.61		LS.....BUCKNER.....		4 20	9 41		1 12	7 06		
		3.52								
135 18.09		LS.....LAKE CITY.....		4 15	9 36 ⁸¹		1 07 ⁹⁷	7 01		
		5.60								
12.49		Note 2 P.....JJ JCT.....		4 05	9 28		12 58	6 53		
		1.96								
10.53		(CSETON-A. T. & S.F. Jct.)		4 00	9 25		12 55	6 50		
		7.61								
2.92		.....CONGO.....								
		0.75								
		.....ROCK CREEK JCT.....								
		1.40								
		.....KC SW JCT.....								
		0.77								
		CS.....KANSAS CITY EAST YARD (DWY §)		3 30AM	9 00AM		12 30PM	6 30PM		
		158.81								
				Tuesday, Thursday and Saturday	Daily	Daily Ex. Sunday	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**

Miles from St. Louis — Seventh Street	TIMETABLE No. 99		Station Numbers	Siding Capacity in Cars
	OCTOBER 30, 1955			
	STATIONS			
188.94	CS.....	SEDALIA .....@WY 10.58	188	Yd.
199.52	TP.....	HUGHESVILLE 5.61	LA 10	
205.13	P.....	HOUSTONIA 6.51	LA 16	
211.64	LS.....	SWEET SPRINGS 4.23	LA 22	24
215.87	P.....	EMMA 4.05	LA 26	
219.92	LS.....	CONCORDIA 11.98	LA 30	
231.90	LS.....	HIGGINSVILLE 3.70	LA 42	
235.60		PAGE CITY 8.79	LA 46	
244.39	P.....	LEXINGTON 1.83	LA 55	
246.22	CS.....	MYRICK .....@Y 57.28	G 118	Yd.

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

Miles from St. Louis — Seventh Street	TIMETABLE No. 99		Station Numbers	Siding Capacity in Cars
	OCTOBER 30, 1955			
	STATIONS			
125.33	CS...	Jefferson City .....@DWY§ 12.73	125	Yd.
138.06		LOHMAN 6.34	GA 13	
144.40	TP.....	RUSSELLVILLE 4.84	GA 19	
149.24		ENON 4.03	GA 24	
153.27	LS.....	OLEAN 5.38	GA 28	
158.65	LS.....	ELDON 0.35	GA 33	
159.00		C. R. I. & P. CROSSING 0.44		
159.44		END OF TRACK 34.11		

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

Miles from St. Louis — Seventh Street	TIMETABLE No. 99		Station Numbers	Siding Capacity in Cars
	OCTOBER 30, 1955			
	STATIONS			
24.08	P.....	JB JCT 1.73		
25.81		YEATMAN 0.80	25	45
26.61		GLENCOE (END OF TRACK) 2.53	26	

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

Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIMETABLE No. 99		Station Numbers	Miles from Kansas City
		OCTOBER 30, 1955			
		STATIONS			
125	202.17	P.....	MS SIDING.....Y	G 73	88.61
Yd.	204.08	LS.....	MARSHALL..... 1.91	GB 2	90.52
			1.91		

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

1. Eastward regular trains are superior to trains of the same class in the opposite direction, except: River Subdiv: No. 95 is Superior to No. 94.

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"....Diesel engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B"....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" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix, 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	79	79	shown on	79	79	above speed
Sedalia.....	55	75	79	79		79	79	
Glencoe.....	15	15	15	15		15	15	shown on
River.....	50	55	60	60	slow speed	60	60	
Lexington.....	25	25	25	25		25	25	slow speed
Bagnell.....	20	20	20	20		20	20	
Marshall.....	15	15	15	15	signs	15	15	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.

MO. PAC.		T&P	
DIESEL ENGINES		DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35	MV-KO&G-OCAA	
4102 to 4103.....	75	DIESEL ENGINES	
4104 to 4371.....	65	751 to 756.....	65
4501 to 4526.....	65		
7000 to 7021.....	98	Motor Cars:	
7100.....	90	Passenger Motor	
8001 to 8036.....	98	Car No. 670, with	
9000 to 9022.....	35	mechanical drive	
9102 to 9191.....	35	.....70	
9200 to 9239.....	35		

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	
St. Louis, Sedalia and River.....	25
Lexington, Marshall, Bagnell and Glencoe.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

SPECIAL INSTRUCTIONS

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour	
	Consist "A"	Consist "B" "C" and "D"
St. Louis Terminal:		
23rd Street, Interlocking Limits.....	10	10
Grand Avenue, Interlocking Limits.....	10	10
Kirkwood.....	30	30
Davis Street, Interlocking Limits.....	20	20

Gasconade River: Bridge No. 882, Mile Post 88.30..... 30 30

Osage River: Draw Bridge No. 1170, Mile Post 117.02 30 30

Bonnots Mill: No. 10 to dispatch mail..... 40

California: No. 9 to dispatch mail..... 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:

Special Rule No. 2. Train crews on arrival must extinguish markers on all passenger trains. Switch crews must not couple onto cars displaying lighted markers or red light.

Rule 600. Kansas City Terminal Railway operating Rules governs speed.

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

Sedalia Subdiv.:

45	276	30	272	36	45	125	19	126	24
65	272	36	271	15	55	126	24	129	33
65	261	18	260	05	60	129	35	135	32
55	259	31	259	16	50	136	22	139	00
65	257	07	256	16	55	139	00	143	34
45	249	15	248	20	70	146	03	146	19
70	232	05	231	28	60	146	22	147	22
65	227	31	227	20	70	147	26	148	37
60	222	16	221	33	50	150	06	150	30
55	221	15	220	38	70	151	05	151	22
55	220	09	218	30	70	153	22	154	00
35	218	30	218	05	60	154	14	155	36
70	212	21	211	38	70	156	28	157	10
65	206	05	205	12	70	157	24	158	02
65	193	18	192	40	70	158	13	158	33
60	192	18	191	31	70	160	37	161	10
40	190	05	187	30	50	162	05	163	01
70	186	38	185	35	70	166	37	167	09
70	183	38	183	23	55	168	13	169	25
60	178	27	178	08	55	170	20	171	06
70	178	04	177	10	70	173	05	173	16
70	176	20	176	05	60	173	32	174	12
60	174	12	173	32	70	176	05	176	20
70	173	16	173	05	70	177	10	178	04
55	171	06	170	20	60	178	08	178	27
55	169	25	168	13	70	183	23	183	38
70	167	09	166	37	70	185	35	186	38
50	163	01	162	05	40	187	30	190	05
70	161	10	160	37	60	191	31	192	18
70	158	33	158	13	65	192	40	193	18
70	158	02	157	24	65	205	12	206	05
70	157	10	156	28	70	211	38	212	21
60	155	36	154	14	35	218	05	218	30
70	154	00	153	22	55	218	30	220	09
70	151	22	151	05	55	220	38	221	15
50	150	30	150	06	60	221	33	222	16
70	148	37	147	26	65	227	20	227	31
60	147	22	146	22	70	231	28	232	05
70	146	19	146	03	45	248	20	249	15
55	143	34	139	00	65	256	16	257	07
50	139	00	136	22	55	259	16	259	31
60	135	32	129	35	65	260	05	261	18
55	129	33	126	24	65	271	15	272	36
45	126	24	125	19	45	272	36	276	30

River Subdiv.:

40	252	35	252	20	30	129	09	129	18
45	242	06	242	00	40	137	16	139	31
45	239	27	237	12	40	145	12	145	25
40	233	25	233	13	55	153	04	153	10
40	230	06	226	22	40	163	12	163	29
50	224	20	224	04	45	171	00	173	04
40	221	29	218	11	35	175	21	177	05
45	207	27	207	05	40	183	00	194	21
45	203	15	203	00	45	196	27	199	00
45	199	00	196	27	45	203	00	203	15

3-D. River Subdiv.—Concluded:

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
40	194	21	183	00	45	207	05	207	27
35	177	05	175	21	40	218	11	221	29
45	173	04	171	00	50	224	04	224	20
40	163	29	163	12	40	226	22	230	06
55	153	10	153	04	40	233	13	233	25
40	145	25	145	12	45	237	12	239	27
40	139	31	137	16	45	242	00	242	06
30	129	18	129	09	40	252	20	252	35

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition.....

As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Pile Drivers..... 25

Steam Shovels..... 25

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) 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; and 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-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.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued):	Miles Per Hour
American Ditchers (self-propelling).....	25
<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. Side rods and cranks must be removed from trucks.</p>	
Locomotive Cranes or Clam Shells.....	25
<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.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	
Wrecking Cranes (non-self-propelling).....	25
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.</p>	

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):	Miles Per Hour																								
<p>Wrecking Cranes (self-propelling): The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:</p>																									
<table border="0"> <thead> <tr> <th style="text-align: center;">Maximum Freight Train Speed</th> <th style="text-align: center;">Permissible Speed When Handling Self-propelled Wrecking Cranes</th> </tr> <tr> <th style="text-align: center;">MPH</th> <th style="text-align: center;">MPH</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">15</td><td style="text-align: center;">10</td></tr> <tr><td style="text-align: center;">20</td><td style="text-align: center;">15</td></tr> <tr><td style="text-align: center;">25</td><td style="text-align: center;">15</td></tr> <tr><td style="text-align: center;">30</td><td style="text-align: center;">20</td></tr> <tr><td style="text-align: center;">35</td><td style="text-align: center;">20</td></tr> <tr><td style="text-align: center;">40</td><td style="text-align: center;">25</td></tr> <tr><td style="text-align: center;">45</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">49</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">50</td><td style="text-align: center;">30</td></tr> <tr><td style="text-align: center;">55</td><td style="text-align: center;">35</td></tr> </tbody> </table>	Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes	MPH	MPH	15	10	20	15	25	15	30	20	35	20	40	25	45	30	49	30	50	30	55	35	
Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes																								
MPH	MPH																								
15	10																								
20	15																								
25	15																								
30	20																								
35	20																								
40	25																								
45	30																								
49	30																								
50	30																								
55	35																								
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"																								
Scale Test Cars.....	30																								
<p>Scale test cars must be handled next to caboose.</p>																									

3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

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	PRospect 1-0500 MAn 1-1000—Station 730.		
★Dr. D. B. Ecker, Local and Dispensary Surgeon	Pacific, Mo.		CLearwater 7-2234		CLearwater 7-2235.
★★Dr. A. R. Baumann, Local Surgeon	Pacific, Mo.	214 North First	CLearwater 7-2234	214 North First	CLearwater 7-2713.
★★Dr. F. G. Mays	Washington, Mo.	311 West Fourth	391	Hackberry Hill	124.
★★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. G. M. Workman	Hermann, Mo.	1008 Washington	345	120 West Eighth	49-W.
★★Dr. C. T. Shaw, Local Surgeon	Hermann, Mo.	1008 Washington	345	1008 Washington	345.
EMERGENCY STATION	Jefferson City, Mo.				
★Dr. M. W. Kelly	Jefferson City, Mo.	507 East High	5-1432	Greenberry Road	5-1880.
★Dr. W. V. McKnelly, Division Surgeon	Jefferson City, Mo.	Central Missouri Trust Bldg.	6-2315.	1213 Elmerine	6-3950.
★★Dr. K. S. Latham, Local and Dispensary Surgeon	California, Mo.		9	200 South High	204
★★Dr. J. F. Potts	Tipton, Mo.		155	Tipton	157
★★Dr. P. V. Siegel	Smithton, Mo.		40	Smithton, Mo.	30.
EMERGENCY STATION	Sedalia, Mo.	Bothwell Memorial Hospital			
★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. 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. Harkness	Warrensburg, Mo.	217½ North Holden	155	519 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. B. Knight	Lee's 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 4627.
★★Dr. T. C. Beckett	Boonville, Mo.	317½ Main	78	721 Main	442.
★★Dr. W. E. Stone	Boonville, Mo.	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.	17th and Main	21	1507 Walnut	696.
★★Dr. J. W. Ward	Lexington, Mo.	1315 Franklin	5	1004 Francis	456.
★Dr. E. O. Shelton	Eldon, Mo.	6 South Maple	216	109 West High	126.
★Dr. B. H. Brasher	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.