

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIMETABLE

No. 3

Effective 12:01 a. m. Sunday, March 9, 1958

CENTRAL STANDARD TIME

**Superseding Timetable No. 2, effective Nov. 4, 1956
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.**

L. A. GREGORY, Vice President-Operation.

E. C. SHEFFIELD, Assistant Vice President-Operation.

M. L. SMITH, General Superintendent Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

DIVISION OFFICERS

C. C. COURTWAY..... 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.
R. F. HICKERSON.....Trainmaster,
Kansas City Terminal
Div.....Kansas City, Mo.
J. E. BERNHARDT, Jr. 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.
T. W. FAULK.....Trainmaster, River,
Lexington and
Marshall Subdivs....Jefferson City, Mo.
B. F. SCHNEIDER.....Road Foreman of
Engines.....St. Louis, Mo.
A. R. DAVIS.....Road Foreman of
Engines.....Kansas City, Mo.
H. H. WALKER.....Road Foreman of Engines,
Kansas City Terminal
Div.....Kansas City, Mo.
H. H. GREEN.....Division
Trainmaster.....Jefferson City, Mo.

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When properly authorized, rules may be cancelled, superseded or changed by: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

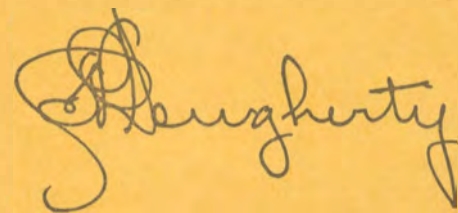
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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.

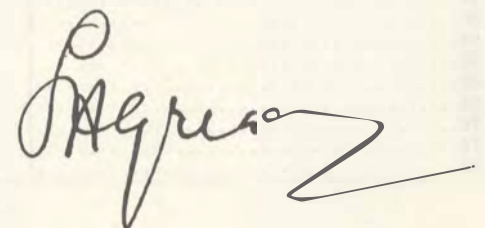
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President-Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pleasant Hill.....	Eastern Div.....14	Joplin Div.....232	4:50 p. m.	10 Min.	For revenue passengers.
" ".....	Joplin Div.....221	Eastern Div.....10	Indefinitely	"	For connection.
Kansas City.....	Eastern Div.....12	Cent. Kans. Div....12	"	"	" " " "
(Union Station)	" ".....12	All Connecting Lines	7:30 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....10	Cent. Kans. Div....126	12:10 a. m.	15 Min.	" " " "
" ".....	" ".....10	All Connecting Lines	12:10 a. m.	15 Min.	" " " "
" ".....	" ".....6	Omaha Div.....106	Indefinitely	"	For connection.
" ".....	" ".....6	AT&SF.....12 & 212	12:30 p. m.	10 Min.	For revenue passengers.
" ".....	Omaha Div.....105	Eastern Div.....5	Indefinitely	"	For connection.
" ".....	Central Kan. Div..11	" ".....11	Indefinitely	"	For connection.
" ".....	CRI&P.....510	" ".....15	9:10 p. m.	20 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.
- m—Stop on signal to receive or discharge revenue passengers and first class mail.
- k—Stop on signal to receive or discharge revenue passengers to and from Pueblo and beyond.
- No. 9 stop at Berger and Osage, on Monday to discharge mail.
- No. 9 stop New Haven and California on Sunday to discharge mail.
- No. 10 stop Morrison and New Haven on Monday to discharge mail.
- No. 14 stop Knobnoster Saturday and Sunday for passengers.
- No. 15 stop Knobnoster Saturday and Sunday for passengers.

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 Numbers			
		f36	f35		
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	f10	f15		

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

Miles from St. Louis — Seventh Street	TIMETABLE No. 3		Station Numbers	Siding Capacity in Cars	
	MARCH 9, 1958				
	STATIONS				
188.94	CS.....	SEDALIA.....@WY	188	Yd.	
		10.58			
199.52	P.....	HUGHESVILLE.....	LA 10		
		5.61			
205.13	P.....	HOUSTONIA.....	LA 16		
		6.51			
211.64	LS.....	SWEET SPRINGS.....	LA 22	24	
		4.23			
215.87	P.....	EMMA.....	LA 26		
		4.05			
219.92	LS.....	CONCORDIA.....	LA 30		
		11.98			
231.90	LS.....	HIGGINSVILLE.....	LA 42		
		3.70			
235.60		PAGE CITY.....	LA 46		
		8.79			
244.39	P.....	LEXINGTON.....	LA 55		
		1.83			
246.22	CS.....	MYRICK.....®	G 118	Yd.	
		57.28			

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

3

Miles from St. Louis — Seventh Street	TIMETABLE No. 3		Station Numbers	Siding Capacity in Cars	
	MARCH 9, 1958				
	STATIONS				
125.33	CS..	Jefferson City...@DWYS	125	Yd.	
		12.73			
138.06		LOHMAN.....	GA 13		
		6.34			
144.40		RUSSELLVILLE.....	GA 19		
		4.84			
149.24		ENON.....	GA 24		
		4.03			
153.27		OLEAN.....	GA 28		
		5.38			
158.65	LS.....	ELDON.....	GA 33		
		0.35			
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. 3		Station Numbers	Siding Capacity in Cars	
	MARCH 9, 1958				
	STATIONS				
24.08	P.....	JB JCT.....			
		1.73			
25.81		YEATMAN.....	25	45	
		0.64			
26.45		GLENCOE.....	26		
		(END OF TRACK)			
		2.37			

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

Siding Capacity in Cars	Miles from St. Louis — Seventh Street	TIMETABLE No. 3		Station Numbers	Miles from Kansas City	
		MARCH 9, 1958				
		STATIONS				
125	202.17	P.....	MS SIDING....Y	G 73	88.61	
			1.91			
Yd.	204.08	LS...	MARSHALL....	GB 2	90.52	
			1.91			

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

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIMETABLE
No. 3

MARCH 9, 1958

TRAINS WESTWARD

Station Numbers	Miles from St. Louis — Seventh Street	STATIONS	FIRST CLASS											
			5					SECOND CLASS						
			Passenger	Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	
			Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		ST. LOUIS UNION STATION.....	8 50AM	1 50PM	4 00PM	4 25PM	11 17PM							
		ST. LOUIS 23rd St.....						1 30AM	7 00AM	2 00PM	7 00PM	8 30PM	9 00PM	
13	13.48	CS.....KIRKWOOD...Ⓟ	b 9 10	b 2 10	b 4 20	s 5 05	b11 40PM	2 10	7 45	2 40	7 40	9 10	9 40	
13a	15.65	P.....HI.....												
16	16.55	TP.....BARRETT'S.....				s 5 12								
	18.75	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.....												
20	27.91	TP.....EUREKA.....*				s 5 38								
36	34.84	TP.....PACIFIC. WY.*			b 4 38	s 5 50PM								
	35.00	CS.....K TOWER...Ⓟ												
40	39.04	P.....GRAY SUMMIT.....												
	46.57	P.....HD.....												
	51.75	CS.....WASHINGTON...Ⓟ	s 9 47	s 2 45	4 53		s12 20AM		9 30					
54	54.93	P.....WG.....	9 50	2 48	4 56		12 23							
	57.72	P.....NEW HAVEN...Ⓟ*		a 2 58			c12 32							
67	67.31	P.....NH CROSSOVER.....												
	67.46	P.....BE CROSSOVER.....												
	74.92	P.....BERGER.....*		a 3 07										
74	75.19	P.....BW CROSSOVER.....												
	75.37	P.....JJ SIDING.....	10 10	3 10	5 14		12 42							
	78.91	LS.....HERMANN...Ⓟ*		a 3 15			s12 48							
80	81.05	P.....HN CROSSOVER.....												
	81.22	P.....KK JCT.....												
	88.19	CS.....GASCONADE...Ⓟ*	10 22	f 3 25	5 24		12 58		11 30AM					
88	88.59	P.....MORRISON.....*												
92	92.90	P.....MO CROSSOVER.....												
	93.02	LS.....CHAMOIS...Ⓟ Y*		a 3 38			a 1 13							
100	100.26	P.....CH CROSSOVER.....												
	100.40	P.....BONNOT'S MILL...*					s 1 28							
112	113.10	P.....BM CROSSOVER.....												
	113.20	P.....LL JCT.....												
	116.79	.....DRAW BRIDGE... (Osage River)												
	117.02	LS.....OSAGE.....*	10 47	3 55	5 48		1 33							
117	117.32	P.....JC.....												
	124.33	CS.. Jefferson City...ⓅDWY	s11 00AM	s 4 10PM	s 6 00PM		s 1 55AM	4 50AM	1 00PM	5 40PM	9 50PM	11 20PM	11 50PM	
125	125.33		Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Tuesday, Thur. & Saturday	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.—JEFFERSON CITY TO KIRKWOOD

5

Siding Capacity in Cars	Miles from Kansas City	TIMETABLE No. 3 MARCH 9, 1958		TRAINS EASTWARD									
				FIRST CLASS					SECOND CLASS				
				10 Passenger	36 Passenger	12 Passenger	6 Passenger	14 Passenger	70 Red Ball Freight	90 Local Freight	62 Red Ball Freight	80 Red Ball Freight	68 Red Ball Freight
STATIONS		Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Monday Wednesday and Friday	Daily	Daily	Daily		
		ST. LOUIS UNION STATION 0.74		7 13AM	6 57AM	12 15PM	5 40PM	10 15PM					
		ST. LOUIS 23rd St. 12.21							6 30AM	1 00PM	6 00PM	3 00AM	5 30AM
Yd.	265.88	CS.....	KIRKWOOD.....Ⓢ	c 6 33	s 6 15	c 11 45AM	c 5 10	c 9 45	4 00	11 00AM	4 05	9 00PM	2 00AM
	263.71	P.....	HI.....		6 08								
	262.81	TP.....	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								
	244.38	CS.....	K TOWER.....Ⓢ										
	239.44	P.....	GRAY SUMMIT.....										
	232.81	P.....	HD.....										
	227.63	CS.....	WASHINGTON.....Ⓢ	s 5 40		11 05	s 4 28	s 9 00		9 00			
	224.84	P.....	WG.....	5 21		11 02	4 24	8 48					
	215.25	LS.....	NEW HAVEN.....Ⓢ*	a 5 12				s 8 38					
	215.10	P.....	NH CROSSOVER.....										
	207.64	P.....	BE CROSSOVER.....										
	207.37	P.....	BERGER.....*					s 8 23					
	207.19	P.....	BW CROSSOVER.....										
125	203.65	P.....	JJ SIDING.....	4 59		10 43	4 05	8 13					
	201.48	LS.....	HERMANN.....Ⓢ*	a 4 56				s 8 10					
	201.34	P.....	HN CROSSOVER.....										
	194.37	P.....	KK JCT.....										
100	193.97	CS.....	GASCONADE.....Ⓢ*	a 4 46		10 32	3 54	7 56		8 00			
	189.66	P.....	MORRISON.....*	a 4 40									
	189.54	P.....	MO CROSSOVER.....										
100	182.30	LS.....	CHAMOIS.....ⓈY*	s 4 32				a 7 45					
	182.16	P.....	CH CROSSOVER.....										
	169.46	P.....	BONNOT'S MILL.....*					a 7 32					
	169.36	P.....	BM CROSSOVER.....										
	165.77	P.....	LL JCT.....										
	165.54	.....	DRAW BRIDGE.....										
	165.24	LS.....	OSAGE.....*	a 4 15		10 08	3 28	7 28		7 20			
	158.23	P.....	JC.....										
Yd.	157.23	CS	Jefferson City.....ⓈDWY§	4 05AM		10 00AM	3 20PM	7 20PM	1 45AM	7 00AM	1 45PM	6 00PM	11 30PM
			108.65	Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Monday Wednesday and Friday	Daily	Daily	Daily

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.

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 3 MARCH 9, 1958	TRAINS WESTWARD								
			FIRST CLASS				SECOND CLASS				
			9 Passenger	5 Passenger	15 Passenger	11 Passenger	79 Red Ball Freight	273 Red Ball Freight	277 Red Ball Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily		
125	125.33	Note 1 CS. Jefferson City @DWY § 2.62 P. SR JCT..... 4.46	Two Main Tracks	2 20AM	11 05AM		4 20PM	6 05PM	12 01AM		
127	127.95			2 23	11 08		4 23	6 08	12 15 70		
132	132.41	P. SCOTT.....		2 27	11 12		4 28	6 12	12 25		
140	140.26	P. CENTERTOWN.....*		2 35	11 21 78		4 36	6 19	12 35		
144	144.72	P. McGIRK.....*		2 40	11 25		4 40	6 24	12 45		
150	150.38	CS. CALIFORNIA.....@*		a 2 46	a 11 32		s 4 48	6 30 14	12 55		
156	156.63	P. CLARKSBURG.....*		301 10	11 38		4 54	6 36	1 05		
162	162.87	LS. TIPTON.....@*		a 3 07	11 44		s 5 02	6 42	1 15		
168	168.13	TP. SYRACUSE.....*		3 12	11 49		5 07	6 46	1 25		
175	175.75	P. OTTERVILLE.....*		3 19	11 56AM		5 15	6 53	1 35		
181	181.18	TP. SMITHTON.....*		3 25	12 01PM		5 20	6 58	1 45		
187	187.79	CS. SA TOWER—M.K.T. CROSSING... 1.15		3 31	12 07		5 27	7 04	1 55		
188	188.94	CS. SEDALIA.....@WY §		s 4 00	s 12 15		s 5 43 14	s 7 10	2 30 10		
195	195.74	P. DRESDEN.....*		4 07	12 22		5 50	7 16	2 40		
200	200.91	TP. LAMONTE.....*		4 12	12 27		5 55	7 21	2 50		
208	208.13	LS. KNOBNOSTER.....*		4 19	12 33		f 6 03	7 27	3 00		
218	218.40	CS. WARRENSBURG.....@*		s 4 40	s 12 45		s 6 21	a 7 37	3 15		
224	224.45	P. CENTERVIEW.....*		4 46	12 51		6 28	7 42	3 25		
232	232.83	LS. HOLDEN.....*		4 54	12 59		s 6 39	7 49	3 35		
237	237.56	P. KINGSVILLE.....*		4 59	1 04		6 44	7 53	3 45		
242	243.08	P. STRASBURG.....*		5 04	1 10 6		6 49	7 58	3 55		
249	249.14	P. PE SIDING.....*									
249	249.27	CS. PLEASANT HILL. @WY §		s 5 20	a 1 19		s 6 58	k 8 04	4 35AM	4 00AM	10 00PM
252	252.34	P. AVON.....*									
254	255.09	P. GREENWOOD.....*					f 7 20				
259	259.87	TP. LEE'S SUMMIT.....*		a 5 34	a 1 33		f 7 25				
265	265.10	P. LB SIDING.....*									
271	270.83	P. ELM PARK.....*		5 45	1 45		7 36	8 22	4 35	11 12	
273	273.27	CS. INDEPENDENCE...@*		s 6 00	a 1 55		s 7 42	a 8 27	4 40	11 15PM	
276	276.84	ROCK CREEK JCT.....									
278	278.24	KCSW JCT.....									
B 1	279.01	CS. KANSAS CITY EAST YARD @DWY §							5 00AM	1 10AM	
282	283.03	CS. KANSAS CITY UNION STATION.....		6 30AM	2 20PM		8 15PM	9 00PM			
				PASSENGER.....	157.23	Daily	Daily	Daily	Daily	Daily	Daily
				FREIGHT.....	163.21	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 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

7

Sliding Capacity In Cars Miles from Kansas City		TIMETABLE No. 3 MARCH 9, 1958		TRAINS EASTWARD							
				FIRST CLASS				SECOND CLASS			
				12	6	14	10	78	272	264	70
STATIONS		Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily		
Yd.	157.23	Note 1 CS... Jefferson City @ DWY } P..... SR JCT..... } 2.62 4.46 Two Main Tracks	s 9 55AM	s 3 15PM	.....	s 7 10PM	s 3 55AM	1 00PM	.....	1 25AM
....	154.61		9 50	3 10	6 52	3 30	11 45AM	1215 ⁷⁹
54	150.15	P..... SCOTT.....	9 46	3 05	.....	6 48	3 24	11 32	.....	12 08AM
70	142.30	P..... CENTERTOWN.....*	9 38	2 57	.....	6 41	3 16	11 21 ⁵	.....	11 58PM
70	137.84	P..... MCGIRK.....*	9 34	2 53	.....	6 36	3 12	11 07	.....	11 51
75	132.18	CS..... CALIFORNIA.....@*	a 9 29	a 2 48	.....	s 6 30 ¹¹	a 3 07	11 00	.....	11 44
42	125.93	P..... CLARKSBURG.....*	9 22	2 41	.....	6 24	3 01 ⁹	10 52	.....	11 36
70	119.69	LS..... TIPTON.....@*	9 17	2 35	.....	s 6 18	2 55	10 43	.....	11 28
46	114.43	TP..... SYRACUSE.....*	9 12	2 30	.....	6 12	2 50	10 35	.....	11 21
50	106.81	P..... OTTERVILLE.....*	9 05	2 23	.....	6 05	2 43	10 22	.....	11 11
66	101.45	TP..... SMITHTON.....*	9 00	2 18	.....	6 00	2 38	10 15	.....	11 04
....	94.84	CS.. SA TOWER—M.K.T. CROSSING... 1.15	8 54	2 12	.....	5 52	2 32	10 05	.....	10 56
Yd.	93.69	CS..... SEDALIA.....@WY	s 8 52	s 2 10	.....	s 5 43 ¹⁵	s 2 30 ⁷⁹	10 00	.....	10 51
100	86.89	P..... DRESDEN.....*	8 42	1 56	.....	5 36	1 52	9 40	.....	10 41
54	81.72	TP..... LAMONTE.....*	8 37	1 51	.....	5 31	1 47	9 32	.....	10 34
60	74.50	LS..... KNOBOSTER.....*	8 31	1 45	.....	f 5 25	1 40	9 22	.....	10 25
46	64.23	CS.. WARRENSBURG.....@*	a 8 22	s 1 36	.....	s 5 15	s 1 31	9 07	.....	10 10
100	58.18	P..... CENTERVIEW.....*	8 15	1 28	.....	5 05	1 13	8 57	.....	10 01
65	49.80	LS..... HOLDEN.....*	8 08	1 20	.....	s 4 57	1 05	8 47	.....	9 51
54	45.07	P..... KINGSVILLE.....*	8 04	1 15	.....	4 51	1 01	8 40	.....	9 45
70	39.55	P..... STRASBURG.....*	7 59	1 10 ⁵	.....	4 46	12 56	8 25	.....	9 38
70	33.49	P..... PE SIDING.....	.....	.....	.....	.....	.....	.....	.....	.....
Yd.	33.36	CS.. PLEASANT HILL...@WY*	k 7 53	a 1 02	m 4 40	s 12 50	8 15AM	9 30AM	9 30PM	9 30
80	30.29	P..... AVON.....
....	27.54	P..... GREENWOOD.....*	f 12 36
84	22.76	TP.. LEE'S SUMMIT.....*	a 12 50	s 12 31
60	17.53	P..... LB SIDING.....
....	11.80	P..... ELM PARK.....	7 32	12 37	4 17	12 16	9 00	8 50	9 00
....	9.76	CS..... INDEPENDENCE...@*	a 7 30	a 12 35	a 4 15	f 12 13AM	8 55	8 40	8 55
....	6.19 ROCK CREEK JCT... 1.40
.... KCSW JCT..... 0.77
....	CS... KANSAS CITY EAST YARD.@DWY } Two Main Tracks	8 30AM	8 15PM	8 30PM
....	CS..... KANSAS CITY UNION STATION.....	7 15AM	12 20PM	4 00PM	11 55PM
....	PASSENGER..... 157.23	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily
....	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.

RIVER SUBDIV.—SR JCT. TO ETON

TIMETABLE

No. 3

MARCH 9, 1958

TRAINS WESTWARD

SECOND CLASS

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	71		81		95		97		75		61	
			Red Ball Freight	Daily	Red Ball Freight	Daily	Local Freight	Daily Ex. Sunday	Local Freight	Monday, Wednesday and Friday	Red Ball Freight	Daily	Red Ball Freight	Daily
125	125.33	CS... Jefferson City...@DWY§	12 05AM		5 30AM		6 00AM				6 10PM		11 35PM	
		2.62												
	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	P... 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	
		6.19												
G 41	170.85	LS... BOONVILLE...@Y	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...Y	1 52		7 45		8 40				8 40 ⁶⁸		1 21	
		7.49												
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	
		15.03												
G118	247.62	CS... MYRICK...@					11 30AM		12 15PM					
	249.48	P... HH JCT.....	2 59		9 01				12 20		10 01		2 24	
		3.93												
G124	253.41	P... WELLINGTON.....												
G129	258.00	LS... NAPOLEON.....	3 11		9 15				12 40		10 15		2 36	
		4.59												
G136	265.15	LS... BUCKNER.....	3 22		9 25				12 55		10 27		2 47	
		7.15												
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	(CSETON-A.T.&S.F.Jct.@	3 40AM		9 50AM				1 20PM		10 45PM		3 05AM	
		1.96												
	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	
		0.77												
		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. 3 MARCH 9, 1958		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			
Yd. 161.43	CS.....	Jefferson City @DWY§		1 30PM		5 30PM	5 00PM	11 05PM	
		2.62	Two Main Tracks						
158.81		P.....SR JCT.....		1 10PM		5 20PM	4 50PM	10 55PM	
157.45		P.....AA JCT.....		1 03		5 15	4 43	10 45	
155.79		P.....BB JCT.....		1 00		5 10	4 40	10 40	
190 142.89	CS.....	SANDY HOOK.....		12 40		4 45	4 22	10 20	
40 135.57	P.....	LUPUS.....		12 30		4 30	4 12	10 10	
189 129.98	P.....	WOOLDRIDGE.....		12 22		4 20	4 05	9 59	
125 122.10	P.....	MENA.....		12 10		4 05	3 53	9 45	
125 115.91	LS.....	BOONVILLE.....@Y		12 01PM		3 43 ⁸⁰	3 43 ⁹⁴	9 35	
109.56		P.....CC JCT.....		11 50AM		3 15	3 32	9 23	
106.55		P.....FF JCT.....		11 45		3 05	3 27	9 18	
130 99.85	LS.....	BLACKWATER.....		11 33		2 55	3 15	9 05	
97.11	P.....	NELSON.....				2 45			
125 91.74	P.....	NAPTON.....		11 20		2 35	2 55	8 52	
125 84.59	P.....	MS SIDING.....Y		11 10		1 35	2 46	8 40 ⁷⁵	
125 77.10	P.....	STANHOPE.....		11 00		1 20	2 36	8 27	
203 71.53	LS.....	MALTA BEND.....@		10 53		1 10	2 28	8 18	
125 62.19	LS.....	WAVERLY.....		10 39 ⁹⁵		12 50	2 13	8 04	
190 56.11	P.....	HODGE.....		10 30		12 35	2 03	7 54	
41.08		P.....GG JCT.....		10 08		12 05	1 40	7 32	
Yd. 39.14	CS.....	MYRICK.....@		4 55AM		12 01PM			
37.28		P.....HH JCT.....		4 50	10 03		1 35	7 27	
33.35	P.....	WELLINGTON.....							
125 28.76	LS.....	NAPOLEON.....		4 35	9 50		1 22	7 15	
125 21.61	LS.....	BUCKNER.....		4 20	9 41		1 12	7 06	
135 18.09	LS.....	LAKE CITY.....		4 15	9 36 ⁸¹		1 07 ⁹⁷	7 01	
12.49		P.....JJ JCT.....		4 05	9 28		12 58	6 53	
10.53		CSETON-A.T. & S.F. Jct. @		4 00AM	9 25AM		12 55PM	6 50PM	
2.92		CONGO.....							
		ROCK CREEK JCT.....							
		KC SW JCT.....							
	CS... 158.81	KANSAS CITY EAST YARD @DWY§		3 30AM	9 00AM		12 30PM	6 30PM	
				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.

SPECIAL INSTRUCTIONS

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, tightlock 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, Temple Tower, Baggage Cars 4255, 4256, 4257, 4258, 4259, Diner 10242 and Office Car "The Eagle" are streamlined — HIGH center of gravity cars.

CONSIST "D"... Diesel engines with Streamlined, lightweight — LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, 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 per hour
Between Tower Grove Jct. and Kirkwood...	45	60	75	60	Speed	75	60	
Oak Hill, St. Louis Terminal	25	35	35	35		35	35	above speed
Carondelet, St. Louis Terminal	25	25	25	25		25	25	
St. Louis	55	75	79	79	shown on	79	79	shown on
Sedalia	55	75	79	79		79	79	
Glencoe	15	15	15	15		15	15	slow speed
River	50	55	60	60	slow speed	60	60	
Lexington	25	25	25	25		25	25	signs
Bagnell	20	20	20	20		20	20	
Marshall	15	15	15	15	signs	15	15	

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. DIESEL ENGINES		T&P 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 mechanical drive	.70
9000 to 9022	.35		
9102 to 9191	.35		
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.:	Miles Per Hour
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. 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. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

Miles Per Hour

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:
All types including BX cars..... 3.25 inches
- Six wheel truck cars:
Coaches..... 3.50 inches
All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-F. 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, control air reservoir drained, and drain cocks left open; all switches opened; battery 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-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

- Pile Drivers..... 25
- Steam Shovels..... 25

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued):

Miles
Per
Hour

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.

American Ditchers (self-propelling)..... 25

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.

Locomotive Cranes or Clam Shells..... 25

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.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars. 25

Jordan Spreaders and Spreader-Ditchers..... 25

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.

Wrecking Cranes (non-self-propelling)..... 25

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.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):

Miles
Per
Hour

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:

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 (Except MPX 5121)..... 30

Scale Test Car MPX 5121 Maximum Train Speed, Consist "A"

Scale test cars must be handled next to caboose.

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

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, 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-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselizeation 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 MAin 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. 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		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. J. W. Boger	Sedalia, Mo.	300 West Sixteenth	TAylor 8-8666	2900 Skyline Drive	TAylor 8-7631.
★★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.	INdependence 1-1216	915 South Main	CLifton 2-5385
HOSPITAL	Kansas City, Mo.	101 Memorial Drive	WESTport 1-0461.		
★Dr. J. E. Castles	Kansas City, Mo.	1000 Argyle Bldg., 12th and McGee	HARRison 1-5037 & 1-5038 VICTor 2-6100, Station 36	620 West Dartmouth Road	JAckson 3-4027
★★Dr. T. C. Beckett	Boonville, Mo.	317½ Main	TUredo 2-2442	721 Main	TUredo 2-6278.
★★Dr. W. K. Nix, Local and Dispensary Surgeon	Marshall, Mo.	74½ North Jefferson	565	758 South Brunswick	578.
★★Dr. R. F. Aiken, Local Surgeon	Marshall, Mo.	Sharp-Hahn Bldg.	51	110 North Brunswick	452.
★★Dr. D. G. Kelling	Waverly, Mo.	Kelling Clinic and Hospital	32		118.
★★Dr. J. A. Kelling	Waverly, Mo.	Kelling Clinic and Hospital	32		12.
★★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.