

## DIVISION OFFICERS

V. G. DYER.....	Superintendent.....	Kansas City, Mo.
L. V. HOBBS.....	Superintendent, Kansas City Terminal Div.....	Kansas City, Mo.
G. T. GRAHAM.....	Assistant Superintendent...	Nevada, Mo.
G. H. NEEDHAM.....	Assistant Superintendent, Kansas City Terminal Div.....	Kansas City, Mo.
V. M. DRISKILL.....	Trainmaster, St. Louis and River Subdivs...	Jefferson City, Mo.
C. H. BELL.....	Trainmaster, Sedalia Lexington and Bagnell Subdivs.....	Jefferson City, Mo.
C. D. BARTON.....	Trainmaster.....	Nevada, Mo.
R. F. HICKERSON....	Trainmaster, Kansas City Terminal Div.....	Kansas City, Mo.
J. D. BOLING.....	Trainmaster, Kansas City Terminal Div....	Kansas City, Mo.
B. F. SCHNEIDER....	Road Foreman of Engines.....	St. Louis, Mo.
V. E. KRIG.....	Road Foreman of Engines.....	Kansas City, Mo.
H. H. WALKER.....	Road Foreman of Engines, Kansas City Terminal Div.....	Kansas City, Mo.
W. R. GALLAGHER...	Division Trainmaster.....	Jefferson City, Mo.
J. E. McVEY.....	Division Trainmaster.....	Nevada, Mo.

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

## EASTERN DIVISION

# TIMETABLE No. 3

Effective 12:01 a. m. Sunday, August 6, 1961

CENTRAL STANDARD TIME

Superseding Eastern Division Timetable No. 2,  
effective April 3, 1960 and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 1, THIS  
DIVISION, EFFECTIVE FEBRUARY 15, 1959; AND  
MUST ALSO CARRY COPY OF KANSAS CITY TERMINAL  
DIVISION SPECIAL INSTRUCTIONS No. 9,  
EFFECTIVE JUNE 12, 1960.

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

J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

G. M. HOLZMANN, General Manager.

D. T. BARKSDALE, Assistant General Manager.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Kansas City..... (Union Station)	Eastern Div.....12	Kansas Div.....12	Indefinitely		For connection.
" ".....	" ".....12	All Connecting Lines	7:30 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....10	All Connecting Lines	11:50 p. 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.
" ".....	Kansas Div.....11	" ".....11	Indefinitely		For connection.

### 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.
- Nos. 5 and 6 stop Lee Summit and Knobnoster Saturday and Sunday for passengers.
- No. 5 stop California on Sunday for passengers.
- No. 9 stop California on Sunday discharge mail.
- No. 10 stop New Haven daily except Sat. & Sun. for express.
- No. 12 stop California on Sunday for passengers.
- No. 15 stop Lee Summit Sunday to receive and discharge 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.
  - T—Turntable
- 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			
St. Louis Subdiv.:					
Louisa Heights.....	14.65	<i>f</i> 36	<i>f</i> 35		
Bach Road.....	15.23	<i>f</i> 36	<i>f</i> 35		
Osage Hills.....	15.79	<i>f</i> 36	<i>f</i> 35		
Meramec Forest.....	20.43	<i>f</i> 36	<i>f</i> 35		
Union Electric.....	20.76	<i>f</i> 36	<i>f</i> 35		
Fern Glen.....	21.01	<i>f</i> 36	<i>f</i> 35		
Mountain Ridge.....	21.40	<i>f</i> 36	<i>f</i> 35		
Lincoln Beach.....	21.85	<i>f</i> 36	<i>f</i> 35		
Castlewood.....	22.28	<i>f</i> 36	<i>f</i> 35		
Cedar Bluff.....	22.74	<i>f</i> 36	<i>f</i> 35		
Boyd.....	23.40	<i>f</i> 36	<i>f</i> 35		
Riovale.....	24.04	<i>f</i> 36	<i>f</i> 35		
Allenton.....	30.07	<i>f</i> 36	<i>f</i> 35		
Sedalia Subdiv.:					
Little Blue.....	265.84	<i>f</i> 10	<i>f</i> 15		



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

		<b>TIMETABLE No. 3 AUGUST 6, 1961</b>			
Miles from St. Louis —Seventh Street		Station Numbers	Siding Capacity in Cars		
<b>STATIONS</b>					
188.94	LS.....	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**

1

		<b>TIMETABLE No. 3 AUGUST 6, 1961</b>			
Miles from St. Louis —Seventh Street		Station Numbers	Siding Capacity in Cars		
<b>STATIONS</b>					
125.33	CS... Jefferson City.....@DWY	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			

**SPRINGFIELD SUBDIV.—BETWEEN  
SPRINGFIELD AND CRANE**

TRAINS SOUTH- WARD			<b>TIMETABLE No. 3 AUGUST 6, 1961</b>				TRAINS NORTH- WARD
SECOND CLASS	Miles from St. Louis (via Dias)		Station Numbers	Siding Capacity in Cars	SECOND CLASS		SECOND CLASS
<b>295</b> Red Ball Freight					<b>294</b> Red Ball Freight		
Daily Ex. Sunday		<b>STATIONS</b>			Daily Ex. Sat.		
4 30AM	477.83	LS.....	CRANE.....YWR 221	Yd.	6 05PM		
			6.12				
4 45	483.95	P.....	HURLEY.....PD 7		5 50		
			8.87				
5 01	492.82	TP.....	CLEVER.....PD 16		5 30		
			18.36				
5 40AM	511.18	LS.....	SPRINGFIELD.....DT PD 34	Yd.	4 45PM		
Daily Ex. Sunday			33.35		Daily Ex. Sat.		

**RICH HILL SUBDIV.—BETWEEN  
RICH HILL JCT. AND CORNELL JCT.**

TRAINS SOUTH- WARD			<b>TIMETABLE No. 3 AUGUST 6, 1961</b>				TRAINS NORTH- WARD
SECOND CLASS	Miles from St. Louis (via Pleasant Hill)		Station Numbers	Siding Capacity in Cars	SECOND CLASS		SECOND CLASS
					<b>794</b> Local Freight		
		<b>STATIONS</b>			Daily Ex. Monday		
	301.00	P.....	RICH HILL JCT.....Y P 50		7 15AM		
			7.20				
	308.20	.....	METZ, MO.....H 9	31	7 03		
			8.84				
	317.04	.....	K. C. S. CROSSING.....				
			8.22				
	325.26	.....	S. L. S. F. CROSSING.....				
			0.62				
	325.88	.....	M.K.T. CROSSING.....				
			0.69				
	326.57	TP....	FT. SCOTT, KAN.....H 27	35	6 35		
			0.16				
	326.73	.....	JD JCT.....		6 10		
			4.97				
	331.70	.....	S. L. S. F. CROSSING.....				
			17.60				
	349.30	TP.....	ARMA.....TC 23		5 10		
			4.69				
	353.99	.....	K. C. S. CROSSING.....				
			2.27				
	356.26	P.....	CORNELL JCT.....Y N 35	Yd.	4 50AM		
			55.26		Daily Ex. Monday		

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

AUGUST 6, 1961

TRAINS WESTWARD

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	FIRST CLASS								SECOND CLASS			
			9	5	15		11	35	71	91	61	75	81	
			Passenger	Passenger	Passenger		Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	
		<b>DAILY</b>	<b>DAILY</b>	<b>DAILY</b>		<b>DAILY</b>	<b>Daily Ex. Sat. and Sun.</b>	<b>DAILY</b>	<b>Monday Wednesday and Friday</b>	<b>DAILY</b>	<b>DAILY</b>	<b>DAILY</b>		
		ST. LOUIS UNION STATION..... 0.74	11 47PM	8 50AM	2 30PM		4 00PM	4 25PM						
		ST. LOUIS 23rd St..... 12.21							1 30AM	7 00AM	10 30AM	2 00PM	8 00PM	
13	13.48	CS.....KIRKWOOD...Ⓢ	b12 10AM	b 9 10	b 2 50		b 4 20	s 5 05	2 10	7 45	11 10AM	2 40	8 40	
13a	15.65	P.....HI.....												
16	16.55 18.75 18.77	TP.....BARRETT'S.....						s 5 12						
18	18.96	P.....PA.....												
	22.84	TP...VALLEY PARK.....						s 5 17						
	24.08	P.....BY.....												
24	23.93	P.....JEDBURG...*						s 5 32						
	24.08	P.....JB.....												
29	27.91	TP.....EUREKA...*						s 5 38						
36	34.84	TP.....PACIFIC..WY*§			b 3 10			s 5 50PM						
	35.00	.....K TOWER...Ⓢ												
40	39.94	P.....GRAY SUMMIT.....												
	46.57 51.75 54.93	P.....HD.....												
54	54.93	CS...WASHINGTON...Ⓢ*	s12 50	s 9 47	a 3 25		4 53		9 30					
	57.72	P.....WG.....	12 53	9 50	3 28		4 56							
67	67.31	LS...NEW HAVEN...Ⓢ*	a 1 02											
	67.46	P.....NH CROSSOVER.....												
	74.92	P.....BE CROSSOVER.....												
74	75.19	P.....BERGER...*	a 1 09											
	75.37	P.....BW CROSSOVER.....												
	78.91	P.....JJ SIDING.....	1 12	10 10	3 47		5 14							
80	81.08	LS...HERMANN...Ⓢ*	a 1 15		a 3 50									
	81.22	P.....HN CROSSOVER.....												
	88.19	P.....KK JCT.....												
88	88.59	CS...GASCONADE...Ⓢ*	f 1 25	10 22	a 4 00		5 24		11 30AM					
92	92.90	P.....MORRISON...*												
	93.02	P.....MO CROSSOVER.....												
100	100.26	LS...CHAMOIS...ⓈY*	a 1 40		a 4 12									
	100.40	P.....CH CROSSOVER.....												
112	113.10	P.....BONNOT'S MILL...*	a 1 54											
	113.20	P.....BM CROSSOVER.....												
	116.79	P.....LL JCT.....												
	117.02	.....DRAW BRIDGE... (Osage River)												
117	117.32	LS...OSAGE...*												
	124.33	P.....JC.....												
125	125.33	CS..Jefferson City...ⓈDWY§	s 2 10AM	s11 00AM	s 4 40PM		s 6 00PM		4 50AM	1 00PM	1 20PM	5 40PM	10 50PM	
		PASSENGER (From St. Louis-U.S.)..121.60	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>		<b>Daily</b>	<b>Daily Ex. Sat. and Sun.</b>	<b>Daily</b>	<b>Monday Wednesday and Friday</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	
		FREIGHT (From St. Louis-23rd St.)..120.86												

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.  
 Eastern Division (3)



# ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

3

Sliding Capacity in Cars Miles from St. Louis —Seventh Street		<b>TIMETABLE</b> <b>No. 3</b> AUGUST 6, 1961		TRAINS EASTWARD												
				FIRST CLASS					SECOND CLASS							
				10 Passenger	36 Passenger	12 Passenger	6 Passenger	14 Passenger	68 Red Ball Freight	70 Red Ball Freight	90 Local Freight	62 Red Ball Freight	80 Red Ball Freight			
		<b>STATIONS</b>		Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily		
		<b>ST. LOUIS UNION STATION</b> ..... 0.74		7 13AM	6 42AM	12 15PM	5 40PM	9 45PM								
		<b>ST. LOUIS 23rd St.</b> ..... 12.21							5 30AM	7 30AM	1 00PM	6 00PM	1 00AM			
Yd.	13.48	CS.....	KIRKWOOD...Ⓟ	c 6 33	s 6 00	c 11 45AM	c 5 10	c 9 15	2 30	6 40	11 00AM	5 05	10 30PM			
	15.65	P.....	HI.....													
	16.55	TP.....	BARRETT'S.....													
	18.75	P.....	PA.....													
	18.77	TP.....	VALLEY PARK.....													
	22.84	P.....	BY.....													
	23.93	P.....	JEDBURG.....*													
	24.08	P.....	JE.....													
	27.91	TP.....	EUREKA.....*													
	34.84	TP.....	PACIFIC WY*§													
	35.00															
	39.94	P.....	GRAY SUMMIT.....													
	46.57	P.....	HD.....													
	51.75	CS.....	WASHINGTON...Ⓟ*	s 5 40			11 05	s 4 28	s 8 25			9 00				
	54.93	P.....	WG.....	5 21			11 02	4 24	8 19							
	67.31	LS.....	NEW HAVEN...Ⓟ*	a 5 12												
	67.46	P.....	NH CROSSOVER.....													
	74.92	P.....	BE CROSSOVER.....													
	75.19	P.....	BERGER.....*													
	75.37	P.....	BW CROSSOVER.....													
125	78.91	P.....	JJ SIDING.....	4 59			10 43	4 05	8 00							
	81.08	LS.....	HERMANN...Ⓟ*	a 4 56					m 7 57							
	81.22	P.....	HN CROSSOVER.....													
	88.19	P.....	KK JCT.....													
	88.59	CS.....	GASCONADE...Ⓟ*	a 4 46			10 32	3 54	7 46			8 00				
	92.90	P.....	MORRISON.....*	a 4 40												
	93.02	P.....	MO CROSSOVER.....													
100	100.26	LS.....	CHAMOIIS...ⓅY*	s 4 32					a 7 35							
	100.40	P.....	CH CROSSOVER.....													
	113.10	P.....	BONNOT'S MILL...*													
	113.20	P.....	BM CROSSOVER.....													
	116.79	P.....	LL JCT.....													
	117.02	.....	DRAW BRIDGE.....													
	117.32	LS.....	OSAGE.....*	a 4 15			10 08	3 28	7 18			7 20				
	124.33	P.....	JC.....													
Yd.	125.33	CS.....	Jefferson City...ⓅDWY§	4 05AM			10 00AM	3 20PM	7 10PM	12 15AM	4 15AM	7 00AM	2 45PM	8 15PM		
				Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily			
				PASSENGER (To St. Louis-U.S.)... 121.60		FREIGHT (To St. Louis-23rd St.)... 120.86										

**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.—BETWEEN JEFFERSON CITY AND KANSAS CITY

TRAINS WESTWARD					Station Numbers Miles from St. Louis — Seventh Street	TIMETABLE No. 3 AUGUST 6, 1961	Siding Capacity In Car	TRAINS EASTWARD					
SECOND CLASS	FIRST CLASS							FIRST CLASS				SECOND CLASS	
93 Local Freight	11 Passenger	15 Passenger	5 Passenger	9 Passenger				12 Passenger	6 Passenger	14 Passenger	10 Passenger	92 Local Freight	70 Red Ball Freight
Daily Ex. Sunday	Daily	Daily	Daily	Daily	STATIONS						Daily Ex. Sunday	Daily	
3 30AM	6 01PM	4 50PM	11 05AM	2 30AM	125 125.33	Note 1 CS...JEFFERSON CITY@DWY \$ 2.62 P.....SR JCT..... 12.31	Yd.	s 9 55AM	s 3 15PM	s 7 00PM	s 3 55AM	10 00AM	4 00AM
3 55 70	6 04	4 53	11 08	2 33	127.95			9 50	3 10	6 41	3 30	9 25	3 55 93
4 10	6 14	5 05	11 20	2 48	140 140.26	P.....CENTERTOWN.....*	70	9 38	2 57	6 28	3 16	9 00	3 40
4 17	6 24 14	5 09	11 24	2 53	144 144.72	P.....McGIRK.....*	70	9 34	2 53	6 24 11	3 12	8 50	3 33
4 25	6 30	s 5 15	a 11 30	a 3 07 10	150 150.38	LS.....CALIFORNIA.....@*	75	a 9 29	a 2 48	s 6 19	a 3 07 9	8 40	3 25
4 33	6 36	5 20	11 36	3 14 70	156 156.63	P.....CLARKSBURG.....*	42	9 22	2 41	6 13	3 01	8 25	3 14 9
4 41	6 42	s 5 27	11 42	a 3 20	162 162.87	LS.....TIPTON.....@*	70	9 17	2 35	6 07	s 2 50	8 15	3 02
4 50	6 47	5 32	11 47	3 25	168 168.13	TP.....SYRACUSE.....*	46	9 12	2 30	6 02	2 40	8 01	2 55
5 00	6 54	5 39	11 54	3 32	176 175.75	P.....OTTERVILLE.....*	50	9 05	2 23	5 55	2 33	7 50	2 45
5 08	6 59	5 50 14	11 59AM	3 38	181 181.11/181.18	TP.....SMITHTON.....*	66	9 00	2 18	5 50 15	2 28	7 40	2 38
5 16	7 05	5 56	12 05PM	3 44	187.79	CS...SA TOWER—M.K.T. CROSSING... 1.15		8 54	2 12	5 42	2 22	7 30	2 30
5 20	s 7 10	s 6 10	s 12 10	s 4 00	188 188.94	LS.....SEDALIA.....@WY	Yd.	s 8 52	s 2 10	s 5 40	s 2 20	7 00	2 25
5 30	7 16	6 16	12 16	4 07	195 195.74	P.....DRESDEN.....*	100	8 42	1 56	5 31	1 42	6 50	1 52
5 40	7 21	6 21	12 21	4 12	200 200.91	TP.....LAMONTE.....*	54	8 37	1 51	5 26	1 37	6 40	1 45
6 30 92	7 27	6 28	f 12 28	4 19	208 208.13	LS.....KNOBNOSTER.....*	60	8 31	f 1 45	5 19	1 30	6 30 93	1 35
7 10	s 7 37	6 38	s 12 40	s 4 40	218 218.40	LS...WARRENSBURG.....@*	46	a 8 22	s 1 36	s 5 10	s 1 07	5 45	1 21
7 20	7 42	6 44	12 46	4 46	224 224.45	P.....CENTERVUE.....*	100	8 15	1 28	5 03	1 00	5 35	1 11
7 40	7 49	6 52	a 12 54	s 4 54	232 232.83	LS.....HOLDEN.....*	65	8 08	1 20	4 55	s 12 52	5 25	1 01
8 04 12	7 53	6 57	12 58	4 59	237 237.56	P.....KINGSVILLE.....*	54	8 04 93	1 15	4 51	12 44	5 15	12 55
8 20	7 58	7 02	1 10 6	5 04 92	242 243.08	P...STRASBURG.....*	70	7 59	1 10 5	4 46	12 39	5 04 9	12 48
					249.14	P.....PE SIDING.....	70						
8 50	k 8 04	s 7 15	a 1 19	s 5 20	249 249.27	CS...PLEASANT HILL...@WY*	Yd.	k 7 53	a 1 02	m 4 40	s 12 32	4 45	12 40AM
					252 252.34	P.....AVON.....	80						
					254 255.09	P...GREENWOOD.....*					f 12 17		
		f 7 27	a 1 33	a 5 34	259 259.87	TP...LEE'S SUMMIT.....*	84		a 12 50		s 12 12AM		
					265 265.10	P.....LB SIDING.....	60						
	8 22	7 40	1 45	5 45	270.83/271.23	P.....ELM PARK.....		7 32	12 37	4 17	11 56PM		
	a 8 27	s 7 45	a 1 55	s 6 00	273 273.27	LS.....INDEPENDENCE...@*		a 7 30	a 12 35	a 4 15	s 11 53		
					276 276.84	CS...ROCK CREEK JCT... 1.40							
					278.24	KCSW JCT 0.77							
11 30AM					283 279.01	CS...KANSAS CITY NEFF YARD.@DWY \$						3 30AM	11 30PM
					282 283.03	KANSAS CITY UNION STATION.....		7 15AM	12 20PM	4 00PM	11 35PM		
Daily Ex. Sunday	Daily	Daily	Daily	Daily		PASSENGER.....157.23 FREIGHT.....153.21		Daily	Daily	Daily	Daily	Daily Ex. Sunday	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.

Rock Creek Jct. is train order office for Eastward Sedalia Subdiv. Trains only.



# RIVER SUBDIV.—BETWEEN SR JCT. AND ETON

5

TRAINS WESTWARD						STATION NUMBERS	MILES FROM ST. LOUIS—SEVENTH STREET	TIMETABLE		Siding Capacity in Cars	TRAINS EASTWARD					
SECOND CLASS								SECOND CLASS								
81 Red Ball Freight	75 Red Ball Freight	61 Red Ball Freight	97 Local Freight	95 Local Freight	71 Red Ball Freight			No. 3					96 Local Freight	62 Red Ball Freight	94 Local Freight	80 Red Ball Freight
Daily	Daily	Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	AUGUST 6, 1961					Tuesday, Thurs. & Saturday	Daily	Tuesday, Thurs. and Saturday	Daily	Daily	
						STATIONS										
11 00PM	6 10PM	1 40PM	.....	8 00AM	5 30AM	125	125.33	CS.....	Jefferson City @DWY	Two Main Tracks	Yd.....	2 30PM	5 00PM	8 10PM	12 10AM	
									2.62							
11 05PM	6 15PM	1 45PM	.....	8 05AM	5 40AM	.....	127.95	Note 1	P.....	SR JCT	Two Main Tracks		2 10PM	4 30PM	8 06PM	12 06AM
11 10	6 18	1 48	.....	8 10	5 45	.....	129.31		P.....	AA JCT				2 03	4 25	8 03
11 15	6 21	2 00 <sup>62</sup>	.....	8 15	5 52	.....	130.97	Note 2	P.....	BB JCT	Two Main Tracks		2 00 <sup>61</sup>	4 20	8 00	11 59PM
1139 <sup>68</sup>	6 40	2 17	.....	8 35	6 10	G 15	143.87		P.....	SANDY HOOK			190	1 40	3 55	7 44
11 49	6 50	2 27	.....	8 45	6 19	G 22	151.19	P.....	LUPUS		40	1 30	3 40	7 24	11 29	
11 57PM	7 16 <sup>80</sup>	2 35	.....	8 55	6 27	G 27	156.78	LS.....	WOOLDRIDGE		189	1 22	3 30	7 16 <sup>75</sup>	11 21	
12 07AM	7 26	2 45	.....	9 05	6 39	G 35	164.66	P.....	MERNA		125	1 10	3 15	7 06	11 11	
									6.19							
12 15	7 34	3 00 <sup>94</sup>	.....	9 30	6 48	G 41	170.85	CS.....	BOONVILLE.....@Y	Two Main Tracks	125	1 00	3 00 <sup>61</sup>	6 58	11 02	
12 24	7 44	3 10	.....	10 00	6 58	.....	177.20	Note 2	P.....		CC JCT	Two Main Tracks	12 50	2 20	6 49	10 52
12 28	7 48	3 15	.....	10 05	7 03	.....	180.21		P.....	FF JCT			12 45	2 15	6 45	10 47
12 37	8 05	3 26	.....	10 15	7 16	G 58	186.91	LS.....	BLACKWATER		120	12 33	2 05	6 35	10 35	
						G 60	189.65	P.....	NELSON							
12 49	8 18	3 45	.....	10 30AM	7 29	G 66	195.02	P.....	NAPTON		125	12 20	1 50	6 23	10 22	
12 58	8 40	3 55	.....	12 10 <sup>PM 62</sup>	7 45	G 73	202.17	P.....	MS SIDING.....Y		125	12 10 <sup>95</sup>	1 35	6 13	10 12	
									7.49							
1 08	8 52	4 10	.....	12 30	7 54	G 80	209.66	P.....	STANHOPE.....	Two Main Tracks	125	12 01PM	1 20	6 03	10 02	
1 15	9 00	4 18	.....	12 45	8 01	G 86	215.23	LS.....	MALTA BEND.....@			203	11 53AM	1 05	5 55	9 55
1 27	9 20	4 30	.....	1 05	8 13	G 95	224.57	LS.....	WAVERLY		125	11 39	12 45	5 43	9 43	
1 35	9 35 <sup>68</sup>	4 39	.....	1 20	8 30	G101	230.65	P.....	HODGE		190	11 30	12 30	5 33	9 35 <sup>75</sup>	
1 55	9 56	5 00	.....	1 50	8 55	.....	245.68	Note 1	P.....	GG JCT	Two Main Tracks		11 08	12 05	5 10	9 03
				12 15PM	2 00PM				CS.....	MYRICK.....@			Yd.	4 55AM		12 01PM
2 00	10 01	5 05 <sup>80</sup>	12 20	.....	9 01	.....	249.48	P.....	HH JCT			4 50	11 03	5 05 <sup>61</sup>	8 58	
						G124	253.41	P.....	WELLINGTON							
2 12	10 15	5 17	12 40	.....	9 15	G129	258.00	LS.....	NAPOLEON		125	4 35	10 50	4 52	8 45	
2 22	10 27	5 27	12 55	.....	9 25	G136	265.15	LS.....	BUCKNER		125	4 20	10 41	4 42	8 36	
2 27	10 33	5 32	1 07	.....	9 36	G139	268.67	LS.....	LAKE CITY		135	4 15	10 36	4 37	8 31	
2 35	10 42	5 40	1 15	.....	9 46	.....	274.27	Note 2	P.....	JJ JCT	Two Main Tracks		4 05	10 28	4 28	8 23
2 38AM	10 45PM	5 43PM	1 20PM	.....	9 50AM	.....	276.23		CS.....	A. T. & S. F. Jct. @				4 00AM	10 25AM	4 25PM
									7.61							
							283.84	.....	CONGO							
							284.59	.....	ROCK CREEK JCT							
							285.99	.....	KC SW JCT							
3 45AM	1 00AM	6 00PM	2 00PM	.....	11 00AM	283	286.76	CS.....	KANSAS CITY NEFF YARD @DWY			3 30AM	10 00AM	4 00PM	8 00PM	
Daily	Daily	Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily				158.81			Tuesday, Thurs. & Saturday	Daily	Tuesday, Thurs. & Saturday	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.

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.

PLEASANT HILL SUBDIV.—BETWEEN PLEASANT HILL AND JOPLIN

TRAINS SOUTHWARD					Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIMETABLE			Sliding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS							No. 3				SECOND CLASS		
291 Local Freight	269 Red Ball Freight	793 Local Freight	795 Local Freight	299 Local Freight			AUGUST 6, 1961				290 Local Freight	270 Red Ball Freight	298 Local Freight
Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Daily	Daily Ex. Sunday			
6 30PM	10 15AM						KANSAS CITY.....			5 00AM	1 10AM		
7 30PM	11 10AM				249	249.27	CS.....	PLEASANT HILL...@WY	Yd.	4 00AM	6 30PM		
						249.19		0.63					
7 40	11 20				P 5	253.74	P.....	C. R. I. & P. CROSSING.....		3 46	6 20		
7 47	11 28				P 10	258.83		4.55					
								5.09	85				
							LS...	ORE.....		3 30	6 12		
						259.24		5.09	50				
						259.38		-0.41					
								S. L. S. F. CROSSING.....					
7 57	11 36				P 17	265.47		0.14					
8 05	11 44				P 23	271.76		6.09		3 15	6 01		
8 13	11 52AM				P 29	277.61		S. L. S. F. CROSSING.....		3 00	5 53		
								6.29	85				
								TP.....	57	2 50	5 45		
								5.85	85				
								-9.51					
8 32	12 05PM				P 38	287.12	LS.....	ADRIAN.....					
8 49	12 21				P 50	298.99		-0.39		2 20	5 32		
								11.87	98				
							LS.....	BUTLER.....	85	12 56	5 16		
								1.71					
8 52	12 24	7 30AM				300.70	P.....	RICH HILL.....		12 53	5 13		
								-1.77					
8 55	12 27	7 35			P 54	302.47	P.....	RICH HILL JCT.....	Y	12 50	5 10		
9 01	12 33	7 45			P 58	307.42		4.95	101	5 03			
9 09	12 41	8 00			P 66	313.78	P.....	PANAMA.....		4 45	4 00PM		
								6.36	57				
								3.32	58				
						317.10	P.....	HORTON.....					
								0.39					
9 45PM	12 50	8 15AM	4 00AM	12 01AM	P 69	317.49	CS.....	WALEs.....		12 30AM	4 45	4 00PM	
								1.88					
	12 55		4 10AM	12 10	P 71	319.37	P.....	M.K.T. CROSSING.....					
								11.50					
	1 09			12 28	P 82	330.87	TP.....	NEVADA.....	Yd.	2 30	3 35		
	1 15			12 35	P 86	335.71	P.....	1.88		2 14	3 13		
	1 23			12 45	P 93	342.26	TP.....	NASSAU JCT.....	Y	2 07	3 05		
								11.50		1 58	2 55		
								0.74					
								CS..					
								MP TOWER S. L. S. F. Crsg... Y					
	1 37 <sup>270</sup>			1 01	P105	353.53	TP.....	0.74					
	1 50PM			1 20				10.53	85		1 37 <sup>269</sup>	2 38	
								10.50		12 55PM	2 20		
								0.11					
				2 00	P115	364.14	LS.....	WR JCT.....					
				2 10	P119	367.94		0.11					
				2 20	P122	370.98		3.80	44			2 15	
				3 00	P126	374.96	LS.....	CARTHAGE.....	DWY			2 01	
								3.04	38				
								3.98	39			1 55	
								6.63	60			1 45	
				5 00AM	P133	381.59	LS.....	DUMONT.....					
								3.04					
								3.98					
								6.63					
								132.32					
Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily	Daily Ex. Sunday	

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



# CARTHAGE SUBDIV.—BETWEEN WR JCT. AND DIAZ

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE No. 3 AUGUST 6, 1961			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS					STATIONS					SECOND CLASS				
269 Red Ball Freight	293 Local Freight	297 Local Freight	295 Local Freight		270 Red Ball Freight	296 Local Freight	292 Local Freight			294 Local Freight				
Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Saturday							
1 50PM				527.79	WR JCT.			12 55PM						
			1 30AM	527.68	LS. .... CARTHAGE ... DWY\$ P 115			12 25				10 45PM		
				526.87	..... S. L. S. F. CROSSING .....									
1 58			1 38	526.00	P. .... AA SIDING .....	WR270	103	12 15PM				10 30		
2 21			2 05	506.86	P. .... STOTTS CITY .....	WR250	100	11 47AM				10 01		
				489.60	..... S. L. S. F. CROSSING .....									
2 51			2 33	488.23	LS. .... AURORA .....	WR232	60	11 20				7 30		
3 15		6 00AM	3 00AM	477.83	LS. .... CRANE .....	WDY	WR221	11 01	9 55AM			7 00PM		
3 34		6 20		468.08	TP. .... GALENA .....	WR211	45	10 10	9 35					
3 49		6 37		460.75	TP. .... REEDS SPRING .....	WR204	45	9 57	9 25					
4 04		6 52		450.94	P. .... GG SIDING .....	WR194	50	9 42	9 10					
4 10		7 05		447.34	P. .... BRANSON .....	WR191	56	9 36	8 40					
4 14		8 05		445.75	LS. .... HOLLISTER, MO. ....	WR189	27	9 32	8 20					
4 35		9 12 <sup>270</sup>		432.70	P. .... CRICKET, ARK. ....	WR176	50	9 12 <sup>297</sup>	7 59					
5 05		9 45		415.54	LS. .... BERGMAN .....	WR159	65	8 42	7 30					
5 25		10 15		403.01	P. .... PYATT .....	WR146	51	8 16	6 50					
5 41		10 50		392.37	LS. .... YELLVILLE .....	WR136	57	8 00	6 30					
5 51		11 01		386.52	TP. .... FLIPPIN .....	WR130	49	7 50	6 15					
6 15		11 15AM		381.59	LS. .... COTTER .....	W	WR125	7 40	6 00AM					
6 48				357.43	TP. .... NORFORK .....	WR102	56	6 41						
7 10				341.44	TP. .... CALICO ROCK .....	WR 85		6 16						
7 13				339.52	P. .... DD-CRESWELL .....	WR 83	55	6 12						
7 27				329.67	P. .... MOUNT OLIVE .....	WR 73	63	5 55						
7 34				325.00	TP. .... SYLAMORE .....	WR 68	56	5 47						
7 51	9 30AM			312.42	LS. .... GUION .....	WR 56	51	5 27			8 00AM			
8 02	10 00			304.93	P. .... BILTMORE .....	WR 48	55	5 15			7 40			
8 18	10 30			293.06	P. .... EARNHARTS .....	WR 36	56	4 57			7 20			
8 28	11 15			286.43	LS. .... BATESVILLE ... DY\$	WR 29		4 45			7 05			
8 33	11 20			285.10	P. .... KD SIDING .....	WR 28	50	4 29			7 00			
8 57	11 59AM			270.39	TP. .... NEWARK .....	WR 14	65	4 07			6 30			
9 05	12 10PM			265.58	P. .... PAROQUET .....	WR 9	93	4 00			6 22			
				264.43	..... DRAW BRIDGE .....	(Black River)								
9 18PM	12 35PM			258.80	P. .... DIAZ .....	*Y X 259		3 50AM			6 10AM			
11 30PM	1 00PM				CS. .... NEWPORT .....	DTW\$		3 45AM			6 00AM			
Daily	Daily Ex. Sunday	Mon., Wed., Fri.	Daily Ex. Sunday	268.99				Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Saturday			

PITTSBURG SUBDIV.—BETWEEN NASSAU JCT. AND COFFEYVILLE

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 3					SECOND CLASS			
795 Local Freight					AUGUST 6, 1961					794 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Monday						
			4 10AM	319.37	P.....	NASSAU JCT.....	Y	P 71					
			4 30	328.03		8.66 ..... MOUNDVILLE.....		N 11	38				
			4 40	333.29	TP.....	5.26 BRONAUGH.....		N 16	48				
			5 00	343.34	TP.....	10.05 LIBERAL.....		N 26	20				
				343.46		0.12 S. L. S. F. CROSSING.....							
				350.22		6.76 S. L. S. F. CROSSING.....							
			5 15	350.77		0.55 MINDEN, MO.....		N 33	32				
						2.10 CORNELL JCT., KAN.....	Y	N 35	Yd.	4 50AM			
				352.87	P.....	4.80 A. T. & S. F. CROSSING.....							
				357.67		0.02 K. C. S. CROSSING.....							
			6 30	358.14	LS.....	0.45 PITTSBURG.....		N 41	31	4 00			
						0.36 S. L. S. F. CROSSING.....							
				358.50		0.38 S. L. S. F. CROSSING.....							
				358.88		4.47 FLEMING.....		N 46	40	3 05			
			6 55	363.35	P.....	2.33 S. L. S. F. CROSSING.....							
				365.68		0.20 CHEROKEE.....		N 48	17	2 56			
			7 00	365.88		0.93 S. L. S. F. CROSSING.....							
				366.81		4.53 N. E. O. CROSSING.....							
			8 00	371.34	P.....	0.02 CARONA.....		N 55	38	2 40			
				371.36		2.72 COKEDALE—M.K.T. CROSSING.....							
			8 35	374.08		5.58 SHERWIN.....		N 62	22	2 23			
				379.66		0.00 S. L. S. F. CROSSING.....							
			8 55	379.66		6.48 FAULKNER.....		N 68	33	2 07			
			9 20	386.14	LS.....	6.68 CHETOPA.....		N 75	26	1 50			
						0.47 M.K.T. CROSSING.....							
			9 40	392.82		6.72 BARTLETT.....		N 83	19	1 30			
			10 00	400.01	TP.....	8.13 EDNA.....		N 91		1 10			
			10 20	408.14		5.09 VALEDA.....		N 96	19	12 55			
				413.23		9.79 A. T. & S. F. CROSSING.....							
				423.02		0.01 M.K.T. CROSSING.....							
			10 45AM	423.03	CS.....	0.30 COFFEYVILLE.....	@DWY§	R135	Yd.	12 30AM			
			Daily Ex. Sunday			103.96				Daily Ex. Monday			

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



SPECIAL INSTRUCTIONS

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Continued

		Miles Per Hour	
		Passen- ger Trains	Freight Trains
Rich Hill:	City Limits — MP 298 Pole 26 to MP 299 Pole 24.....	25	25
Nevada:	Over Maple, Austin and Hickory Street Crossings.....	10	10
Carthage:	Over Main Street Crossing.....	15	15
Carthage:	All Street Crossings Pleasant Hill Subdiv. between MP 364 Pole 23 and MP 366 Pole 9.....	15	15
Joplin:	Trains and engines must stop at 10th & Main Street, Joplin Street, Wall Street and Pearl Street when leading wheels pass over insulated joints near the crossing on all tracks and know that signals are functioning before move over crossing is made.....	Stop	Stop
Pittsburg:	City Limits.....	15	15
Aurora:	City Limits.....	20	20
Branson:	City Limits.....	30	30
Reeds Spring:	Through Tunnel.....	30	30
Crest:	Through Tunnel.....	30	30
Cricket:	Through Tunnel.....	30	30
Batesville:	Over Spring Street Crossing.....	10	10
Springfield:	Over Highway Crossing, College Ave., Kansas Ave., and Walnut St.....	10	10

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

EASTWARD					WESTWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

St. Louis Subdiv. :

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

3-D. St. Louis Subdiv.—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
	60	62	00	61		28	45	88	15
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

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

**3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Continued**

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
<b>River Subdiv.:</b>									
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
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

**LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:**

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
<b>Pleasant Hill Subdiv.:</b>									
15	248	3	249	1	15	249	6	248	2
15	317	20	317	28	15	317	28	317	20
15	364	1	364	3	15	364	3	364	1
40	369	2	370	1	40	370	3	369	7
40	372	0	372	19	40	372	19	372	0
40	373	18	374	5	40	374	5	373	18
15	381	3	381	15	15	381	15	381	8
<b>Pittsburg Subdiv.:</b>									
15	392	9	392	30	15	392	30	392	9
<b>Carthage Subdiv.:</b>									
20	527	30	526	27	20	526	16	527	30
20	489	29	489	2	20	489	2	489	29
40	483	7	481	18	40	481	18	483	7
30	467	25	467	15	30	467	15	467	25
30	460	4	459	20	30	459	20	460	4
35	454	15	454	10	35	454	10	454	15
30	448	10	446	17	30	446	17	448	10

**3-D. Carthage Subdiv.—Concluded.**

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD				
	From		To		From		To		
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	
30	435	27	435	0	30	435	0	435	27
30	432	15	431	13	30	431	13	432	15
30	429	19	429	15	30	429	15	429	19
35	422	25	422	18	35	422	18	422	25
40	381	3	380	27	40	380	27	381	3
40	340	24	340	21	40	340	21	340	24
20	286	18	285	10	20	285	10	286	18
40	285	10	283	12	40	283	12	285	10
35	278	25	277	21	35	277	21	278	25
35	264	15	264	12	35	264	12	264	15

**Springfield Subdiv.:**

10	477	15	477	20	10	477	20	477	15
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**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:**

Miles Per Hour

**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.



SPECIAL INSTRUCTIONS

**3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:** Miles Per Hour

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.	
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, 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 Freight Train Speed

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Freight Train Speed

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% 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 HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
<b>HOSPITAL</b> .....	St. Louis, Mo.	★Dr. T. B. Todd.....	Nevada, Mo.
<b>HOSPITAL</b> , St. Mary's Hospital.....	Kansas City, Mo.	★★Dr. H. M. Arnold.....	Lamar, Mo.
★Dr. D. B. Ecker, Local & Dispensary Surgeon.....	} Pacific, Mo.	★★Dr. E. Guldner.....	Lamar, Mo.
★★Dr. F. G. Mays.....		Washington, Mo.	★★Dr. F. H. Birsner.....
★★Dr. J. P. Post.....	Washington, Mo.	★★Dr. M. F. Whitten.....	Carthage, Mo.
★★Dr. B. P. Eisenmann.....	New Haven, Mo.	★★Dr. H. E. Byrd.....	Carthage, Mo.
★★Dr. G. M. Workman.....	Hermann, Mo.	★★Dr. R. M. Ferguson.....	Webb City, Mo.
★★Dr. C. T. Shaw, Local Surgeon.....	Hermann, Mo.	★Dr. G. A. Schulte.....	Joplin, Mo.
<b>EMERGENCY STATION</b> .....	Jefferson City, Mo.	★★Dr. V. E. Jeans.....	Joplin, Mo.
★Dr. M. W. Kelly.....	Jefferson City, Mo.	★Dr. C. B. Schoeberl.....	Joplin, Mo.
★Dr. W. V. McKnelly, Division Surgeon.....	Jefferson City, Mo.	<b>EMERGENCY STATION</b> .....	Coffeyville, Kan.
★★Dr. K. S. Latham, Local Surgeon.....	California, Mo.	★Dr. J. F. Coyle, Division Surgeon.....	Coffeyville, Kan.
★★Dr. J. F. Potts.....	Tipton, Mo.	★Dr. H. C. Martin.....	Coffeyville, Kan.
★★Dr. P. V. Siegel.....	Smithton, Mo.	★Dr. A. E. Martin.....	Coffeyville, Kan.
<b>EMERGENCY STATION</b> .....	Sedalia, Mo.	★Dr. E. D. Pefly.....	Chetopa, Kan.
★Dr. A. L. Walter, Division Surgeon.....	Sedalia, Mo.	★Dr. C. H. Smith, Resident Surgeon.....	Pittsburg, Kan.
★Dr. D. R. Edwards, Asst. Surgeon.....	Sedalia, Mo.	★Dr. J. H. Bena.....	Pittsburg, Kan.
★Dr. W. A. Beckemeyer, Asst. Surgeon.....	Sedalia, Mo.	★★Dr. G. J. Gish.....	Minden Mines, Mo.
★Dr. J. W. Boger, Asst. Division Surgeon.....	Sedalia, Mo.	★★Dr. A. G. Eddlemon.....	Liberal, Mo.
★Dr. A. J. Campbell, Jr.....	Sedalia, Mo.	<b>EMERGENCY STATION</b> .....	Fort Scott, Kan.
★★Dr. G. W. Grove.....	Knobnoster, Mo.	★Dr. L. P. Randles.....	Fort Scott, Kan.
★★Dr. C. S. Johnson, Local Surgeon.....	Warrensburg, Mo.	★Dr. R. R. Nevitt.....	Fort Scott, Kan.
★Dr. H. Harkness.....	Warrensburg, Mo.	★★Dr. R. W. Lance.....	Arma, Kan.
★★Dr. K. Rawlins, Local Surgeon.....	Holden, Mo.	★★Dr. D. G. Hall.....	Springfield, Mo.
★★Dr. J. E. Taylor.....	Pleasant Hill, Mo.	★Dr. W. W. Wood.....	Springfield, Mo.
★★Dr. A. W. Eklund.....	Pleasant Hill, Mo.	★Dr. D. L. Yancey.....	Springfield, Mo.
★★Dr. L. B. Knight.....	Lee's Summit, Mo.	★★Dr. S. S. Peterson.....	Springfield, Mo.
★★Dr. J. R. Green.....	Independence, Mo.	★Dr. A. J. C. McCallum.....	Aurora, Mo.
★★Dr. T. C. Beckett.....	Boonville, Mo.	★Dr. F. L. Womack.....	Crane, Mo.
★★Dr. W. K. Nix, Local Surgeon.....	Marshall, Mo.	{★Dr. J. H. Young.....	Crane, Mo.
★★Dr. R. F. Aiken, Local Surgeon.....	Marshall, Mo.	{★Dr. J. H. Young.....	Galena, Mo.
★★Dr. D. G. Kelling.....	Waverly, Mo.	★★Dr. L. S. Shumate.....	Reeds Spring, Mo.
★★Dr. J. A. Kelling.....	Waverly, Mo.	★★Dr. W. C. Magness.....	Branson, Mo.
★★Dr. W. E. Koppenbrink.....	Higginsville, Mo.	★★Dr. J. G. Gladden.....	Harrison, Ark.
★★Dr. J. W. Ward.....	Lexington, Mo.	★★Dr. L. A. Kelly.....	Yellville, Ark.
★Dr. B. H. Brasher.....	Lexington, Mo.	★★Dr. L. M. Weast.....	Yellville, Ark.
★Dr. E. O. Shelton.....	Eldon, Mo.	★★Dr. W. S. Guinne.....	Mountain Home, Ark.
★★Dr. D. S. Long.....	Harrisonville, Mo.	★★Dr. B. N. Saltzman.....	Mountain Home, Ark.
★Dr. C. W. Luter.....	Butler, Mo.	★★Dr. N. J. Copp.....	Calico Rock, Ark.
★Dr. D. C. Ronald.....	Butler, Mo.	★★Dr. W. J. Ketz.....	Batesville, Ark.
★★Dr. C. J. Allen.....	Rich Hill, Mo.	★★Dr. G. C. Evans.....	Batesville, Ark.
<b>EMERGENCY STATION</b> .....	Nevada, Mo.	★★Dr. G. C. Evans.....	Newark, Ark.
★Dr. R. B. Wray.....	Nevada, Mo.	★Dr. J. D. Ashley.....	Newport, Ark.
★Dr. L. P. McCann.....	Nevada, Mo.	★★Dr. M. H. Harris, Local & Disp. Surgeon.....	Newport, Ark.
★Dr. W. S. Love.....	Nevada, Mo.		

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