

## DIVISION OFFICERS

L. V. HOBBS.....	Superintendent.....	Kansas City, Mo.
E. H. CAMPBELL.....	Superintendent, Kansas City Terminal Div.....	Kansas City, Mo.
J. M. TOLER.....	Assistant Superintendent...	Nevada, Mo.
G. H. NEEDHAM.....	Assistant Superintendent, Kansas City Terminal Div.....	Kansas City, Mo.
H. A. HOPKINS.....	Trainmaster, St. Louis, Glencoe, River and Marshall Subdivs....	Jefferson City, Mo.
E. M. BISHOP.....	Trainmaster, Sedalia Lexington and Bagnell Subdivs.....	Jefferson City, Mo.
A. W. REES.....	Trainmaster.....	Nevada, Mo.
W. CRIMM.....	Trainmaster, Kansas City Terminal Div.....	Kansas City, Mo.
R. F. HICKERSON.....	Trainmaster, Kansas City Terminal Div.....	Kansas City, Mo.
J. M. McJANNET.....	Assistant Trainmaster, Kansas City Terminal Div.....	Kansas City, Mo.
J. D. BOLING.....	Assistant Trainmaster, Kansas City Terminal Div.....	Kansas 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.
C. A. HUGHES.....	Division Trainmaster.....	Nevada, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## EASTERN DIVISION

# TIMETABLE No. 1

Effective 12:01 a. m. Sunday, June 14, 1959

CENTRAL STANDARD TIME

Superseding Eastern Div. Timetable No. 3, effective March 9, 1958 and Joplin and White River Divs. Timetable No. 52, effective Oct. 2, 1955 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. 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.

J. A. AUSTIN, General Superintendent Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

## SPECIAL INSTRUCTIONS

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

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

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

When properly authorized, rules may be cancelled, superseded or changed by:

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

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

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

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

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

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

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

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

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

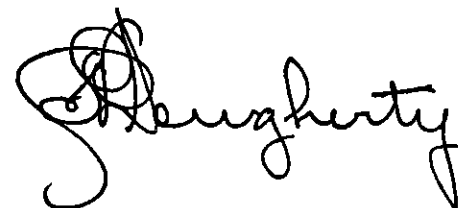
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

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



General Manager

## ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

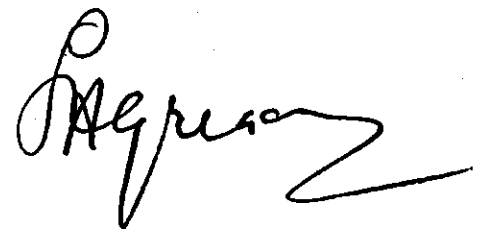
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



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	Eastern Div.....232	4:50 p. m.	10 Min.	For revenue passengers.
" ".....	" ".....221	" ".....10	Indefinitely	"	For connection.
Kansas City.....	" ".....12	Kansas Div.....12	"	"	"
(Union Station)	" ".....12	All Connecting Lines	7:30 a. m.	15 Min.	For revenue passengers.
" ".....	" ".....10	Kansas Div.....126	11:50 p. m.	15 Min.	" " " "
" ".....	" ".....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.
" ".....	CRI&P.....510	" ".....15	8:55 p. m.	15 Min.	For revenue passengers.
Newport.....	Eastern Div.....232	Ark. Div.....37	6:30 a. m.	1 Hour	For mail and express.

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. 5 stop Lee's Summit Saturday and Sunday for passengers.
- No. 5 stop California on Sunday for passengers.
- No. 6 stop Lee's Summit Saturday and Sunday for passengers.
- No. 9 stop California on Sunday discharge mail.
- No. 9 stop Osage on Monday discharge mail.
- No. 10 stop Morrison and New Haven on Monday discharge mail.
- No. 10 stop Independence daily for passengers.
- No. 12 stop California on 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			
<b>St. Louis Subdiv.:</b>					
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		
<b>Sedalia Subdiv.:</b>					
Little Blue.....	265.84	f10	f15		
<b>Carthage Subdiv.:</b>					
Turkey.....	397.27	f232	f221		
Garber.....	454.74	f232	f221		
<b>Cotter Subdiv.:</b>					
Magness.....	272.59	f232	f221		
Myersville Spur.....	307.43	f232	f221		
Wolquarry.....	309.75	f232	f221		
Twin Creek.....	319.92	f232	f221		
<b>Springfield Subdiv.:</b>					
Browns Spring.....	487.35	f770	f763		
Terrell.....	498.38	f770	f763		
Wilson Creek.....	500.19	f770	f763		

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

Miles from St. Louis —Seventh Street	<b>TIMETABLE No. 1</b>		Station Numbers	Siding Capacity in Cars
	<b>JUNE 14, 1959</b>			
	<b>STATIONS</b>			
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	<b>TIMETABLE No. 1</b>		Station Numbers	Siding Capacity in Cars
	<b>JUNE 14, 1959</b>			
	<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		

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

Miles from St. Louis —Seventh Street	<b>TIMETABLE No. 1</b>		Station Numbers	Siding Capacity in Cars
	<b>JUNE 14, 1959</b>			
	<b>STATIONS</b>			
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	<b>TIMETABLE No. 1</b>		Station Numbers	Miles from Kansas City
		<b>JUNE 14, 1959</b>			
		<b>STATIONS</b>			
125	202.17	P.....	MS SIDING.....Y	G 73	88.61
			1.91		
Yd.	204.08	LS.....	MARSHALL	GB 2	90.52
			1.91		

**RICH HILL SUBDIV.—BETWEEN RICH HILL JCT. AND FORT SCOTT**

<b>TRAINS SOUTHWARD SECOND CLASS</b>				Miles from St. Louis (via Pleasant Hill)	<b>TIMETABLE No. 1</b>		Station Numbers	Siding Capacity in Cars	<b>TRAINS NORTHWARD SECOND CLASS</b>				
					<b>JUNE 14, 1959</b>				<b>794 Local Freight</b>				
				<b>STATIONS</b>		<b>Daily Ex. Monday</b>							
				300.70	P.....	RICH HILL JCT.....Y	P 50						
						7.20							
				307.90	P.....	METZ	H 9	31	f	7 03			
						8.76							
				316.66		RICHARDS, MO.	H 18	75		6 50			
						0.08							
				316.74		K. C. S. CROSSING							
						8.22							
				324.96		S. L. S. F. CROSSING							
						0.62							
				325.58		M.K.T. CROSSING							
						0.69							
				326.27	LS.....	FT. SCOTT, KAN.....\$	H 27	35		6 35AM			
						25.57							
										<b>Daily Ex. Monday</b>			

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

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

Station Numbers	Miles from St. Louis — Seventh Street	TIMETABLE No. 1 JUNE 14, 1959		TRAINS WESTWARD										
				FIRST CLASS				SECOND CLASS						
				5 Passenger	15 Passenger	11 Passenger	35 Passenger	9 Passenger	71 Red Ball Freight	91 Local Freight	61 Red Ball Freight	75 Red Ball Freight	81 Red Ball Freight	
		STATIONS		Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily	Daily	
		ST. LOUIS UNION STATION..... 0.74		8 50AM	2 30PM	4 00PM	4 25PM	11 17PM						
		ST. LOUIS 23rd St..... 12.21							1 30AM	7 00AM	10 30AM	2 00PM	8 00PM	
13	13.48	Note 1	CS.....KIRKWOOD.....@	b 9 10	b 2 50	b 4 20	s 5 05	b 11 40PM	2 10	7 45	11 10AM	2 40	8 40	
13a	15.65		P.....HI.....											
18	16.55		TP.....BARETTTS.....				s 5 12							
18.75	18.77		P.....PA.....											
18	18.96		TP.....VALLEY PARK.....				s 5 17							
22.84			P.....BY.....											
24	23.93		P.....JEDBURG.....*				s 5 32							
24.08			P.....JB JCT.....											
29	27.91		TP.....EUREKA.....*				s 5 38							
30	34.84		TP.....PACIFIC WY*§			b 4 38	s 5 50PM							
35.00			CS.....K TOWER.....@											
40	39.94		P.....GRAY SUMMIT.....											
46.57	51.75	P.....HD.....												
54	54.93	CS.....WASHINGTON.....@*				s 9 47	a 3 25	4 53	s 12 20AM	9 30				
57.72		P.....WG.....				9 50	3 28	4 56	12 23					
67	67.31	LS.....NEW HAVEN.....@*							a 12 32					
67.46		P.....NH CROSSOVER.....												
74.92		P.....BE CROSSOVER.....												
74	75.19	P.....BERGER.....*							a 12 39					
75.37		P.....BW CROSSOVER.....												
78.01		P.....JJ SIDING.....			10 10	3 47	5 14		12 42					
80	81.08	LS.....HERMANN.....@*				a 3 50			s 12 48					
81.22		P.....HN CROSSOVER.....												
88.19		P.....KK JCT.....												
88	88.59	CS.....GASCONADE.....@*			10 22	a 4 00	5 24		f 12 58	11 30AM				
92	92.90	P.....MORRISON.....*												
93.02		P.....MO CROSSOVER.....												
100	100.28	LS.....CHAMOIS.....@ Y*				a 4 12			a 1 13					
100.40		P.....CH CROSSOVER.....												
112	113.10	P.....BONNOT'S MILL.....*							s 1 28					
113.20		P.....BM CROSSOVER.....												
116.79		P.....LL JCT.....												
117.02		.....DRAW BRIDGE.....(Osage River)												
117	117.32	LS.....OSAGE.....*			10 47	4 28	5 48		1 33					
124.33		P.....JC.....												
125	125.33	CS.....Jefferson City.....@DWY§			s 11 00AM	s 4 40PM	s 6 00PM		s 1 55AM	4 50AM	1 00PM	1 20PM	5 40PM	10 50PM
		PASSENGER (From St. Louis-U.S.)... 121.60		Daily	Daily	Daily	Daily Ex. Sat. and Sun.	Daily	Daily	Tuesday, Thur. & Saturday	Daily	Daily	Daily	
		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 (1)

# ST. LOUIS SUBDIV.—JEFFERSON CITY TO KIRKWOOD

5

Sliding Capacity in Cars		Miles from Kansas City		<b>TIMETABLE</b> <b>No. 1</b> JUNE 14, 1959		<b>TRAINS EASTWARD</b>											
						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	68 Red Ball Freight	80 Red Ball Freight		
				<b>STATIONS</b>													
				Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Monday Wednesday and Friday	Daily	Daily	Daily			
<b>ST. LOUIS UNION STATION</b> ..... 0.74				7 13AM	6 57AM	12 15PM	5 40PM	9 45PM									
<b>ST. LOUIS 23rd St.</b> ..... 12.21										6 30AM	1 00PM	6 00PM	8 30PM	3 00AM			
Yd.	265.88	Note 1 A B S		CS.....KIRKWOOD...®	c 6 33	s 6 15	c 11 45AM	c 5 10	c 9 15	4 00	11 00AM	5 05	8 00	9 00PM			
	263.71			P.....HI.....	6 08												
	262.81			TP.....BARRETTTS.....	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 8 25						9 00					
	224.84	P.....WG.....	5 21			11 02	4 24					8 19					
	215.25	LS.....NEW HAVEN...®*	a 5 12														
	215.10	P.....NH CROSSOVER.....															
	207.64	P.....BE CROSSOVER.....															
	207.37	P.....BERGER.....*															
	207.19	P.....BW CROSSOVER.....															
125	203.65	P.....JJ SIDING.....	4 59			10 43	4 05					8 00					
	201.48	LS.....HERMANN...®*	a 4 56														
	201.34	P.....HN CROSSOVER.....															
	194.37	P.....KK JCT.....															
100	193.97	CS.....GASCONADE...®*	a 4 46			10 32	3 54			7 46				8 00			
	189.66	P.....MORRISON...*	a 4 40														
	189.54	P.....MO CROSSOVER.....															
100	182.30	LS.....CHAMMOIS...®Y*	s 4 32														
	182.16	P.....CH CROSSOVER.....															
	169.46	P.....BONNOT'S MILL...*															
	169.36	P.....BM CROSSOVER.....															
	165.77	P.....LL JCT.....															
	165.54	.....DRAW BRIDGE..... Osage River															
	165.24	LS.....OSAGE...*	a 4 15			10 08	3 28			7 18				7 20			
	158.23	P.....JC.....															
Yd.	157.23	CSJefferson City...®DWY§	4 05AM			10 00AM	3 20PM			7 10PM	1 45AM	7 00AM	2 45PM	5 45PM	6 30PM		
				PASSENGER (To St. Louis-U.S.).....121.60	Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Monday Wednesday and Friday	Daily	Daily	Daily			
				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.—JEFFERSON CITY TO KANSAS CITY

Station Numbers	Miles from St. Louis—Seventh Street	TIMETABLE No. 1 JUNE 14, 1959	TRAINS WESTWARD						
			FIRST CLASS				SECOND CLASS		
			9 Passenger	5 Passenger	15 Passenger	11 Passenger	93 Local Freight	273 Local Freight	277 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
125	125.33	Note 1 CS. Jefferson City. @DWY 1 2.62 P. SR JCT. 4.46 Two Main Tracks	2 20AM	11 05AM	4 50PM	6 05PM	3 30AM		
127	127.95		2 23	11 08	4 53	6 08	3 35		
132	132.41	P. SCOTT 7.85	2 27	11 12	4 57	6 12	3 45		
140	140.26	P. CENTERTOWN 4.46	2 35	11 20	5 05	6 19	3 55		
144	144.72	P. MCGIRK 5.66	2 40	11 24	5 10	6 24 14	4 05		
150	150.38	LS. CALIFORNIA 6.25	a 2 48	a 11 30	s 5 18	6 30	4 15		
156	156.63	P. CLARKSBURG 8.24	3 01 10	11 36	5 24	6 36	4 25		
162	162.87	LS. TIPTON 5.26	a 3 07	11 42	s 5 32	6 42	4 35		
168	168.13	TP. SYRACUSE 7.62	3 12	11 47	5 37	6 47	4 45		
175	175.75	P. OTTERTVILLE 5.36	3 19	11 54	5 44	6 54	4 55		
181	181.11	TP. SMITHTON 6.61	3 25	11 59AM	5 50 14	6 59	5 05		
187	187.79	CS. SA TOWER—M.K.T. CROSSING 1.15	3 31	12 05PM	5 56	7 05	5 15		
188	188.94	CS. SEDALIA 6.80	s 4 00	s 12 10	s 6 10	s 7 10	5 45		
195	195.74	P. DRESDEN 5.17	4 07	12 16	6 16	7 16	5 55		
200	200.91	TP. LAMONTE 7.22	4 12	12 21	6 21	7 21	6 05		
208	208.13	LS. KNOBNOSTER 10.27	4 19	f 12 28	6 28	7 27	6 30 92		
218	218.40	LS. WARRENSBURG 6.05	s 4 40	s 12 40	6 38	s 7 37	7 10		
224	224.45	P. CENTERVIEW 8.38	4 46	12 46	6 44	7 42	7 20		
232	232.83	LS. HOLDEN 4.73	s 4 54	a 12 55	6 52	7 49	7 40		
237	237.56	P. KINGSVILLE 5.52	4 59	1 00	6 57	7 53	8 04 12		
242	243.08	P. STRASBURG 6.06	5 04 92	1 10 6	7 02	7 58	8 20		
249	249.14	P. PE SIDING 0.13							
249	249.27	Note 1 CS. PLEASANT HILL. @WY 3.07	s 5 20	a 1 19	s 7 35	k 8 04	8 50	4 00AM	10 00PM
252	252.34	P. AVON 2.75							
254	255.09	P. GREENWOOD 4.78							
259	259.87	TP. LEE'S SUMMIT 5.23	a 5 34	a 1 33	f 7 47				
265	265.10	P. LB SIDING 5.73							
271	270.83/271.23	Note 2 P. ELM PARK 2.04	5 45	1 45	8 00	8 22			
273	273.27	LS. INDEPENDENCE 3.57	s 6 00	a 1 55	s 8 05	a 8 27			
276	276.84	ROCK CREEK JCT. 1.40							
278	278.24	.....KCSW JCT.....							
B 1	279.01	CS. KANSAS CITY EAST YARD @DWY					11 30AM	5 00AM	1 10AM
282	283.03	KANSAS CITY UNION STATION	6 45AM	2 20PM	8 40PM	9 00PM			
PASSENGER.....157.23			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
FREIGHT.....163.21									

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

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

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

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

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



# SEDALIA SUBDIV.—KANSAS CITY TO JEFFERSON CITY

Siding Capacity in Cars	Miles from Kansas City	<b>TIMETABLE No. 1 JUNE 14, 1959</b>		<b>TRAINS EASTWARD</b>									
				<b>FIRST CLASS</b>				<b>SECOND CLASS</b>					
				12 Passenger	6 Passenger	14 Passenger	10 Passenger	92 Local Freight	272 Red Ball Freight	264 Local Freight	70 Red Ball Freight		
STATIONS		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily				
Yd.	157.23	Note 1	CS... Jefferson City @ DWY §	s 9 55AM	s 3 15PM		s 7 00PM	s 3 55AM	11 30AM			1 25AM	
....	154.61		P..... SR JCT.....	9 50	3 10		6 41	3 30	11 00			12 15	
54	150.15	Two Main Tracks	P..... SCOTT.....	9 46	3 05		6 36	3 24	10 50			12 08AM	
70	142.30		P..... CENTERTOWN.....*	9 38	2 57		6 28	3 16	10 40			11 58PM	
70	137.84		P..... MCGIRK.....*	9 34	2 53		<b>6 24</b> <sup>11</sup>	3 12	10 30			11 51	
75	132.18		LS..... CALIFORNIA.....@*	a 9 29	a 2 48		s 6 19	a 3 07	10 20			11 44	
42	125.93		P..... CLARKSBURG.....*	9 22	2 41		6 13	<b>3 01</b> <sup>9</sup>	9 45			11 36	
70	119.69		LS..... TIPTON.....@*	<b>9 17</b> <sup>92</sup>	2 35		6 07	s 2 50	<b>9 17</b> <sup>12</sup>			11 28	
46	114.43		TP..... SYRACUSE.....*	9 12	2 30		6 02	2 40	8 45			11 21	
50	106.81		P..... OTTERTVILLE.....*	9 05	2 23		5 55	2 33	8 30			11 11	
66	101.45		TP..... SMITHTON.....*	9 00	2 18		<b>5 50</b> <sup>15</sup>	2 28	7 50			11 04	
....	94.84		CS... SA TOWER—M.K.T. CROSSING... 1.15	8 54	2 12		5 42	2 22	7 30			10 56	
Yd.	93.09	A B E	CS..... SEDALIA.....@WY	s 8 52	s 2 10		s 5 40	s 2 20	7 00			10 51	
100	86.89		P..... DRESDEN.....*	8 42	1 56		5 31	1 42	6 50			10 41	
54	81.72		TP..... LAMONTE.....*	8 37	1 51		5 26	1 37	6 40			10 34	
60	74.50		LS..... KNOBNOSTER.....*	8 31	f 1 45		5 19	1 30	<b>6 30</b> <sup>93</sup>			10 25	
46	64.23		LS..... WARRENSBURG.....@*	a 8 22	s 1 36		s 5 10	s 1 20	5 45			10 10	
100	58.18		P..... CENTERVIEW.....*	8 15	1 28		5 03	1 00	5 35			10 01	
65	49.80		LS..... HOLDEN.....*	8 08	1 20		4 55	s 12 52	5 25			9 51	
54	45.07		P..... KINGSVILLE.....*	<b>8 04</b> <sup>93</sup>	1 15		4 51	12 44	5 15			9 45	
70	39.55		P..... STRASBURG.....*	7 59	<b>1 10</b> <sup>5</sup>		4 46	12 39	<b>5 04</b> <sup>9</sup>			9 38	
70	33.49		P..... PE SIDING.....										
Yd.	33.36		Note 1	CS... PLEASANT HILL...@WY*	k 7 53	a 1 02		m 4 40	s 12 32	4 45	11 15AM	7 30PM	9 30
80	30.29			P..... AVON.....									
....	27.54	P..... GREENWOOD.....*						f 12 17					
84	22.76	TP... LEE'S SUMMIT.....*			a 12 50			s 12 12AM					
60	17.53	P..... LB SIDING.....											
....	11.80	P..... ELM PARK.....		7 32	12 37		4 17	11 56PM					
....	9.76	Note 2	LS..... INDEPENDENCE...@*	a 7 30	a 12 35		a 4 15	f 11 53					
....	6.19		CS... ROCK CREEK JCT... 1.40										
....			..... KCSW JCT.....										
....			CS... KANSAS CITY EAST YARD.@DWY § 0.77						3 30AM	10 15AM	6 30PM	8 30PM	
....			<b>KANSAS CITY UNION STATION</b>	7 15AM	12 20PM		4 00PM	11 35PM					
....			PASSENGER..... 157.23	Daily	Daily		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	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.  
 Rock Creek Jct. is train order office for Eastward Sedalia Subdiv. Trains only.

RIVER SUBDIV.—SR JCT. TO ETON

TIMETABLE  
No. 1

JUNE 14, 1959

TRAINS WESTWARD

SECOND CLASS

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	71		95		97		61		75		81	
			Red Ball Freight	Local Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight				
			Daily	Monday, Wednesday and Friday		Monday, Wednesday and Friday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
125	125.33	CS... Jefferson City... @DWY	5 30AM	8 00AM					1 40PM	6 10PM	11 00PM			
		2.62												
	127.95	P... SR JCT	5 40AM	8 05AM					1 45PM	6 15PM	11 05PM			
	129.31	P... AA JCT	5 45	8 10					1 48	6 18	11 10			
	130.97	P... BB JCT	5 52	8 15					2 00 <sup>62</sup>	6 21	11 15			
G 15	143.87	LS... SANDY HOOK	6 10	8 35					2 17	6 40	11 32			
G 22	151.19	P... LUPUS	6 19	8 45					2 27	6 50	11 42			
G 27	156.78	P... WOOLDRIDGE	6 27	8 55					2 35	7 00	11 50PM			
G 35	164.66	P... MERNA	6 39	9 05					2 45	7 15	12 01AM			
		6.19												
G 41	170.85	LS... BOONVILLE	6 48	9 30					3 00 <sup>94</sup>	7 27	12 09			
	177.20	P... CC JCT	6 58	10 00					3 10	7 38	12 19			
	180.21	P... FF JCT	7 03	10 05					3 15	7 43	12 23			
G 58	186.91	LS... BLACKWATER	7 16	10 15					3 26	8 05	12 32			
G 60	189.65	P... NELSON												
G 66	195.02	P... NAPTON	7 29	10 30AM					3 45 <sup>68</sup>	8 18	12 43			
G 73	202.17	P... MS SIDING	7 45	12 10PM <sup>62</sup>					3 55	8 40	12 52			
		7.49												
G 80	209.66	P... STANHOPE	7 54	12 30					4 10 <sup>80</sup>	8 52	1 02			
G 86	215.23	LS... MALTA BEND	8 01	12 45					4 18	9 00	1 09			
G 95	224.57	LS... WAVERLY	8 13	1 05					4 30	9 20	1 21			
G101	230.65	P... HODGE	8 30	1 20					4 39	9 33	1 29			
	245.68	P... GG JCT	8 55	1 50					5 00	9 55	1 50			
		1.94												
G118	247.62	CS... MYRICK		2 00PM				12 15PM						
	249.48	P... HH JCT	9 01					12 20	5 05	10 01	1 55			
		3.93												
G124	253.41	P... WELLINGTON												
G129	258.00	LS... NAPOLBON	9 15					12 40	5 17	10 15	2 07			
G136	265.15	LS... BUCKNER	9 25					12 55	5 27	10 27	2 17			
G139	268.67	LS... LAKE CITY	9 36					1 07	5 32	10 33	2 22			
	274.27	P... JJ JCT	9 46					1 15	5 40	10 42	2 30			
	276.23	(CSETON-A.T.&S.F.Jct. @)	9 50AM					1 20PM	5 43PM	10 45PM	2 35AM			
		7.61												
	283.84	CONGO												
	284.59	ROCK CREEK JCT												
	285.99	KCSW JCT												
B 1286.76	CS... KANSAS CITY EAST YARD. @DWY		11 00AM					2 00PM	6 00PM	1 00AM	3 45AM			
		158.81												
			Daily	Monday, Wednesday and Friday				Monday, Wednesday and Friday	Daily	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. 1 JUNE 14, 1959		TRAINS EASTWARD								
						SECOND CLASS								
						96 Local Freight	62 Red Ball Freight	94 Local Freight	68 Red Ball Freight	80 Red Ball Freight				
Tuesday, Thursday and Saturday	Daily		Tuesday, Thursday and Saturday	Daily	Daily									
STATIONS														
Yd.	161.43	CS.....	Jefferson City @DWY §	Two Main Tracks			2 30PM		5 00PM	5 35PM	6 10PM			
			2.62											
	158.81		P.....SR JCT.....				2 10PM		4 30PM	5 30PM	6 06PM			
	157.45		P.....AA JCT.....				2 03		4 25	5 25	6 03			
	155.79		P.....BB JCT.....				<b>2 00</b> <sup>61</sup>		4 20	5 20	6 00			
	190 142.89	LS.....	SANDY HOOK.....				1 40		3 55	5 02	5 44			
	40 135.57	P.....	LUPUS.....				1 30		3 40	4 52	5 34			
	189 129.98	P.....	WOOLDRIDGE.....				1 22		3 30	4 44	5 26			
	125 122.10	P.....	MERNA.....				1 10		3 15	4 34	5 16			
	125 115.91	LS.....	BOONVILLE..... @Y				1 00		<b>3 00</b> <sup>61</sup>	4 25	5 07			
	109.56		P.....CC JCT.....				12 50		2 20	4 15	4 57			
	106.55		P.....FF JCT.....				12 45		2 15	4 10	4 52			
	120 99.85	LS.....	BLACKWATER.....				12 33		2 05	3 58	4 42			
	97.11	P.....	NELSON.....											
	125 91.74	P.....	NAPTON.....				12 20		1 50	<b>3 45</b> <sup>61</sup>	4 30			
	125 84.59	P.....	MS SIDING..... Y				<b>12 10</b> <sup>95</sup>		1 35	3 35	4 20			
	125 77.10	P.....	STANHOPE.....				12 01PM		1 20	3 25	<b>4 10</b> <sup>61</sup>			
	203 71.53	LS.....	MALTA BEND..... @				11 53AM		1 05	3 18	3 55			
	125 62.19	LS.....	WAVERLY.....				11 39		12 45	3 06	3 43			
	190 56.11	P.....	HODGE.....				11 30		12 30	2 58	3 33			
	41.08		P.....GG JCT.....				11 08		12 05	2 38	3 10			
Yd.	39.14	CS.....	MYRICK..... @	Two Main Tracks			4 55AM		12 01PM					
	37.28		P.....HH JCT.....				4 50	11 03		2 33	3 05			
	33.35	P.....	WELLINGTON.....											
	125 28.76	LS.....	NAPOLEON.....				4 35	10 50		2 20	2 52			
	125 21.61	LS.....	BUCKNER.....				4 20	10 41		2 11	2 42			
	135 18.09	LS.....	LAKE CITY.....				4 15	10 36		2 06	2 37			
	12.49		P.....JJ JCT.....				4 05	10 28		1 58	2 28			
	10.53		CSETON-A. T. & S.F. Jct. @				4 00AM	10 25AM		1 55PM	2 25PM			
	2.92		CONGO.....											
			ROCK CREEK JCT.....											
			KC SW JCT.....											
		CS.....	KANSAS CITY EAST YARD @DWY §	Two Main Tracks			3 30AM	10 00AM		1 35PM	2 00PM			
	158.81						Tuesday, Thursday and Saturday	Daily		Tuesday, Thursday and 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.

10 PLEASANT HILL SUBDIV.—PLEASANT HILL TO WR JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 1 JUNE 14, 1959	TRAINS SOUTHWARD							
			FIRST CLASS			SECOND CLASS				
			221 Passenger			299 Local Freight	795 Local Freight	793 Local Freight	269 Red Ball Freight	291 Local Freight
STATIONS			Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily Ex. Sunday
		ST. LOUIS.....								
		KANSAS CITY.....							10 15AM	6 30PM
249	249.27	CS.....PLEASANT HILL...@WY	1 20AM						11 15AM	7 30PM
		0.63								
		C. R. I. & P. CROSSING.....								
		4.55								
P 5	253.74	P.....ORE.....	1 29						11 23	7 40
		5.09								
P 10	258.83	LS...HARRISONVILLE...*s	1 41						11 31	7 47
		0.41								
		S. L. S. F. CROSSING.....								
		0.14								
		S. L. S. F. CROSSING.....								
		6.09								
P 17	265.47	P.....LONE TREE.....	1 50						11 41	7 57
		6.29								
P 23	271.76	TP.....ARCHIE.....*f	1 58						11 49	8 05
		5.85								
P 20	277.61	LS.....ADRIAN.....*f	2 08						11 57AM	8 13
		5.19								
P 34	282.80	P.....PASSAIC.....*f	2 15						12 04PM	8 20
		4.32								
P 38	287.12	LS.....BUTLER.....s	2 20 <sup>290</sup>						12 10	8 32 <sup>270</sup>
		9.78								
P 48	296.80	P.....OVID.....	2 35						12 23	8 45
		2.09								
P 50	298.99	LS.....RICH HILL.....s	2 45						12 27	8 49
		1.71								
		P.....RICH HILL JCT.....Y	2 48					7 30AM	12 30	8 52
		1.77								
P 54	302.47	P.....PANAMA.....	2 51					7 35	12 33	8 55
		4.95								
P 58	307.42	P.....HORTON.....*f	2 58					7 45	12 39	9 01
		6.36								
P 65	313.78	P.....WALES.....	3 07					8 00	12 48	9 09
		3.32								
		CS. NA TOWER M.K.T. Crsg....								
		0.39								
P 69	317.49	P.....NEVADA.....DWYs	3 35			12 01AM	4 00AM	8 15AM	12 56	9 45PM
		1.88								
P 71	319.37	P.....NASSAU JCT.....Y	3 39			12 10	4 10AM		1 11	
		4.72								
P 75	324.09	P.....MILO.....*f	3 45			12 17			1 18	
		6.78								
P 82	330.87	LS.....SHELDON.....f	3 56			12 28			1 27	
		4.84								
P 86	335.71	P.....IRWIN.....f	4 03			12 35			1 34	
		6.55								
P 93	342.26	TP.....LAMAR.....s	4 15			12 45			2 01 <sup>232</sup>	
		0.74								
		CS. MPTOWER S. L. S. F. Crsg...Y								
		4.83								
P 99	347.83	P.....BOSTON.....*f	4 21			12 54			2 08	
		5.70								
P105	353.53	LS.....JASPER.....f	4 33			1 01			2 15	
		4.81								
P109	358.34	P.....CARYTOWN.....	4 39			1 08			2 22	
		5.69								
		WR JCT.....	4 45AM			1 20AM			2 32PM	
		114.76	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily Ex. Sunday

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

PLEASANT HILL SUBDIV.—WR JCT. TO PLEASANT HILL

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 1 JUNE 14, 1959	TRAINS NORTHWARD							
			FIRST CLASS			SECOND CLASS				
			232 Passenger			290 Local Freight	270 Red Ball Freight	298 Local Freight		
STATIONS			Daily			Daily Ex. Sunday	Daily	Daily Ex. Sunday		
		ST. LOUIS								
		KANSAS CITY				5 00AM	1 10AM			
Yd. 249.27	CS.	PLEASANT HILL @WY	s 4 35PM			4 00AM	9 30PM			
		0.63 C. R. I. & P. CROSSING								
		4.55								
85 253.74	P.	ORE	4 23			3 46	9 20			
		5.09								
50 258.83	LS.	HARRISONVILLE *	s 4 15			3 30	9 12			
		0.41								
		S. L. S. F. CROSSING								
		0.14								
		S. L. S. F. CROSSING								
		6.09								
85 265.47	P.	LONE TREE	4 04			3 15	9 01			
		6.29								
57 271.76	TP.	ARCHIE *	s 3 54			3 00	8 53			
		5.85								
85 277.61	LS.	ADRIAN *	s 3 44			2 50	8 45			
		5.19								
		PASSAIC								
		4.32								
98 287.12	LS.	BUTLER	s 3 28			2 20 <sup>221</sup>	8 32 <sup>291</sup>			
		9.78								
72 296.90	P.	OVID	3 10			1 01	8 19			
		2.09								
85 298.99	LS.	RICH HILL	s 3 05			12 56	8 16			
		1.71								
		RICH HILL JCT.								
		1.77								
101 302.47	P.	PANAMA	3 01			12 50	8 10			
		4.95								
57 307.42	P.	HORTON *	f 2 56			12 43	8 03			
		6.36								
58 313.78	P.	WALLES	2 50			12 35	7 55			
		3.32								
		NA TOWER M.K.T. Crsg.								
		0.39								
Yd. 317.49	P.	NEVADA DWY	s 2 45			12 30AM	7 45	5 30PM		
		1.88								
319.37	P.	NASSAU JCT. Y	2 31				4 20	5 15		
		4.72								
		MILLO					4 10	5 05		
		6.78								
85 330.87	LS.	SHELDON	s 2 17				4 00	4 55		
		4.84								
		IRWIN					3 52	4 40		
		6.55								
85 342.26	TP.	LAMAR	s 2 01 <sup>269</sup>				3 43	4 25		
		0.74								
		CS. MP TOWER S. L. S. F. Crsg. Y								
		4.83								
		BOSTON					3 35	3 50		
		5.70								
85 353.53	LS.	JASPER	s 1 44				3 28	3 40		
		4.81								
		CARYTOWN					3 20	3 30		
		5.69								
		WR JCT.					3 10PM	3 21PM		
		114.76	Daily			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 COTTER

TRAINS SOUTHWARD				Miles from St. Louis (via Dixie)	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
269 Red Ball Freight	297 Local Freight	295 Local Freight	221 Passenger					232 Passenger	270 Red Ball Freight	296 Local Freight	294 Local Freight
Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily			Daily	Daily	Tue., Thur., Sat.	Daily Ex. Saturday		
2 32PM			4 45AM	527.79	WR JCT.		1 31PM	3 10PM			
2 33		1 20AM	s 5 15	527.68	LS..... <b>CARTHAGE</b> ... DWY	P 115	s 1 30	2 59	11 00PM		
				526.87	0.81						
		1 30	5 18	526.00	P..... <b>S. L. S. F. CROSSING</b> ...				10 30		
<b>244</b> 270		1 43	5 28	517.65	P..... <b>AA SIDING</b> ...	WR270	103	<b>244</b> 269	10 10		
2 58			f 5 33	513.16	P..... <b>MELUGIN</b> ...	WR261	55	1 45			
		2 00	f 5 41	508.86	LS..... <b>LA RUSSELL</b> ...	WR258		f 1 01			
3 13		2 12	s 5 51	499.08	P..... <b>STOTT'S CITY</b> ...*	WR250	100	f 12 52	9 45		
3 24				489.60	P..... <b>HOBERG</b> ...	WR242	55	s 12 41	9 30		
		2 32	s 6 35	488.23	TP..... <b>S. L. S. F. CROSSING</b> ...						
3 42				478.50	P..... <b>AURORA</b> ...	WR232	60	s 12 01PM	9 00		
3 56	7 00AM	3 00AM	6 48	478.50	P..... <b>CRANE YARD</b> ... WD	WR221	Yd.	<b>11 48AM</b> 270	<b>11 48AM</b> 232		
4 01	7 10		s 7 00	477.83	LS..... <b>CRANE</b> ... Y	WR221	50	s 11 46	f 1 55		
4 09	7 17		f 7 07	473.90	P..... <b>ELSEY</b> ...	WR217		11 38	f 1 45		
4 19	f 7 30		s 7 17	468.08	LS..... <b>GALENA</b> ...	WR211	45	s 11 30	f 1 35		
4 34	f 7 45		s 7 30	460.75	TP..... <b>REEDS SPRING</b> ...	WR204	45	s 11 18	f 1 15		
4 49	8 00		7 43	450.94	P..... <b>GG SIDING</b> ...	WR194	50	11 03	12 59		
4 55	f 8 30		s 7 58	447.34	P..... <b>BRANSON</b> ...	WR191	56	s 10 57	f 12 50		
4 58	f 8 50		s 8 05	445.75	LS..... <b>HOLLISTER</b> ...	WR189	27	s 10 47	10 05		
5 05	8 58		8 12	442.31	P..... <b>MELVA, MO.</b> ...	WR186	65	10 39	9 49		
5 20	<b>929</b> 270		s 8 27	432.70	P..... <b>CRICKET, ARK.</b> ...	WR176	50	s 10 25	<b>929</b> 297		
5 39	<b>1008</b> 292		a 8 42	423.16	P..... <b>MYRTLE</b> ...	WR166	59	a <b>1008</b> 297	9 09		
5 54	f 10 33		s <b>854</b> 270	415.54	LS..... <b>BERGMAN</b> ...	WR159	65	s 9 58	<b>854</b> 221		
6 06	10 44		f 9 04	408.59	P..... <b>ZINC</b> ...	WR152	50	f 9 47	8 32		
6 15	10 58		s 9 14	403.01	P..... <b>PYATT</b> ...	WR146	51	s 9 39	f 10 55		
6 23	11 08		<b>929</b> 232	397.97	P..... <b>COMAL</b> ...	WR141	51	<b>929</b> 221	8 15		
6 32	f 11 20		s 9 39	392.37	LS..... <b>YELLVILLE</b> ...	WR136	57	s 9 20	8 05		
6 41	f 11 33		s 9 49	386.52	LS..... <b>FLIPPIN</b> ...	WR130	49	s 9 10	f 10 25		
6 51PM	11 45AM		s 9 58AM	381.59	LS..... <b>COTTER</b> ... DW	WR125	Yd.	9 00AM	7 45AM		
Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily		146.20			Daily	Daily		
									Tue., Thur., Sat.		
									Daily Ex. Saturday		

JOPLIN SUBDIV.—BETWEEN WR JCT. AND JOPLIN

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 1		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 1				SECOND CLASS
299 Local Freight		JUNE 14, 1959				298 Local Freight
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday
1 20AM	364.03	WR JCT.				3 21PM
2 00	364.14	LS..... <b>CARTHAGE</b> ... DWY	P 115	44		3 10
2 10	367.94	3.80		P 119	38	2 57
2 20	370.98	3.04		P 122	39	2 51
3 00	374.96	LS..... <b>WEBB CITY</b> ... DY	P 126	60		2 45
5 00AM	381.59	LS..... <b>JOPLIN</b> ...	P 133	Yd.		2 30PM
Daily Ex. Sunday		17.56				Daily Ex. Sunday

CORNELL SUBDIV.—BETWEEN JD JCT. AND CORNELL JCT.

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 1		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 1				SECOND CLASS
794 Local Freight		JUNE 14, 1959				794 Local Freight
Daily Ex. Monday		STATIONS				Daily Ex. Monday
		LS..... <b>FT. SCOTT</b> ...	H 27			6 15AM
	326.43	JD JCT.				6 10AM
	331.40	4.97				
	349.00	TP..... <b>S. L. S. F. CROSSING</b> ...				f 5 10
	353.69	17.60		TC23		
	355.96	TP..... <b>ARMA</b> ...				
		4.69				
		P..... <b>K. C. S. CROSSING</b> ...	N 35	Yd.		4 50AM
		2.27				
		P..... <b>CORNELL JCT.</b> ... Y				Daily Ex. Monday
		29.53				

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

# COTTER SUBDIV.— BETWEEN COTTER AND DIAZ

13

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS		No. 1					FIRST CLASS	SECOND CLASS		
269 Red Ball Freight	297 Local Freight	293 Local Freight	221 Passenger		JUNE 14, 1959					232 Passenger	270 Red Ball Freight	296 Local Freight	292 Local Freight
Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	STATIONS			Daily	Daily	Tue., Thur., Sat.	Daily Ex. Sunday			
7 01PM	12 45PM	.....	10 10AM	381.59	LS	COTTER	DW	WR125	Yd.	s 8 46AM	7 20AM	9 30AM	.....
7 19	1 05	.....	f 10 24	369.76	P	BUFFALO	.....	WR113	48	f 8 33	7 02	9 10	.....
7 26	1 20	.....	f 10 30	365.62	P	CARTNEY	.....	WR109	53	f 8 27	6 55	f 9 00	.....
7 40	f 1 35	.....	s 10 40	357.43	LS	NORFORK	.....	WR102	56	s 8 17	6 41	f 8 45	.....
7 56	2 05	.....	10 54	347.40	P	BERRY	.....	WR 91	55	8 03	6 25	f 8 03	.....
8 05	f 2 16	.....	s 11 02	341.44	LS	CALICO ROCK	.....	WR 85	.....	s 7 55	6 16	s 7 42	.....
8 10	2 40	.....	f 11 10	339.52	P	DD-CRESWELL	.....	WR 83	55	f 7 49	6 12	f 7 30	.....
8 20	2 50	.....	f 11 17	333.90	P	BOSWELL	.....	WR 77	.....	f 7 42	6 03	f 7 20	.....
8 26	3 00	.....	f 11 23	329.67	P	MOUNT OLIVE	.....	WR 73	63	f 7 36	5 55	f 7 09	.....
8 33	f 3 15	.....	s 11 31	325.00	TP	SYLAMORE	.....	WR 68	58	s 7 30	5 47	f 7 00	.....
8 44	3 30	.....	11 40	318.22	P	HANDFORD	.....	WR 61	58	7 20	5 36	6 45	.....
8 54	f 4 00	9 30AM	s 11 50AM	312.42	LS	GUION	.....	WR 56	51	s 7 12	5 27	f 6 30	8 00AM
9 06	4 30	10 00	12 01PM	304.93	P	BILTMORE	.....	WR 48	55	7 00	5 15	6 05	7 40
9 14	f 4 40	10 15	f 12 09	298.98	P	O'NEAL	.....	WR 42	57	f 6 53	5 06	f 5 55	7 30
9 23	f 4 50	10 30	12 17	293.06	P	EARNHARTS	.....	WR 36	56	6 46	4 57	f 5 45	7 20
9 30	5 00	10 45	12 23	288.16	P	CUSHMAN JCT.	.....	WR 31	.....	6 40	4 50	5 35	7 10
9 36	5 15PM	11 15	s 12 40	286.43	LS	BATESVILLE	DY	WR 29	.....	s 6 35	4 45	5 30AM	7 05
9 41	.....	11 20	12 45	285.10	P	KD SIDING	.....	WR 28	50	6 11	4 29	.....	7 00
9 49	.....	11 30	f 12 51	280.65	P	MOOREFIELD	.....	WR 24	54	f 6 05	4 22	.....	6 52
9 55	.....	11 40	s 12 57	276.38	P	SULPHUR ROCK	.....	WR 20	.....	s 5 58	4 15	.....	6 45
10 05	.....	11 59AM	s 1 05	270.39	LS	NEWARK	.....	WR 14	65	s 5 47	4 07	.....	6 30
10 13	.....	12 10PM	f 1 10	265.58	P	PAROQUET	.....	WR 9	93	f 5 42	4 00	.....	6 22
10 23	.....	12 30	1 19	264.43	P	DRAW BRIDGE	Black River	WR 1	35	5 34	3 52	.....	6 12
10 28PM	.....	12 35PM	f 1 20PM	258.80	P	ZZ SIDING	.....	WR 1	35	f 5 33AM	3 50AM	.....	6 10AM
11 30PM	.....	1 00PM	1 25PM	.....	CS	NEWPORT	DTW	.....	.....	5 30AM	3 45AM	.....	6 00AM
Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	122.79			.....	.....	.....	Daily	Daily	Tue., Thur., Sat.	Daily Ex. Sunday

## CUSHMAN SUBDIV.—BETWEEN CUSHMAN AND CUSHMAN JCT.

TIMETABLE				Station Numbers	Siding Capacity in Cars
No. 1					
JUNE 14, 1959					
STATIONS					
.....	297.63	P	CUSHMAN	PE 9	.....
.....	290.55	P	LIMEDALE	PE 2	.....
.....	288.16	P	CUSHMAN JCT.	WR 31	.....
9.47					

## SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

TIMETABLE				Station Numbers	Siding Capacity in Cars
No. 1					
JUNE 14, 1959					
STATIONS					
5 30AM	477.83	LS	CRANE	YD	WR 221
5 45	483.95	P	HURLEY	PD	7
6 02	492.82	TP	CLEVER	PD	16
6 22	502.77	P	BATTLEFIELD	PD	26
6 50AM	511.18	LS	SPRINGFIELD	DT	PD 34
33.35					
Daily Ex. Sunday					Daily Ex. Sunday

14 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. 1					SECOND CLASS			
			795 Local Freight		STATIONS					794 Local Freight			
			Daily Ex. Sunday							Daily Ex. Monday			
			4 10AM	319.37	P	NASSAU JCT.	Y	P 71					
			f 4 35	328.03		8.66 MOUNDVILLE		N 11	38				
			f 4 56	333.29	TP	5.26 BRONAUGH		N 16	48				
			f 5 06	338.20		4.91 HANNON		N 21					
			f 5 22	343.34	TP	5.14 LIBERAL		N 26	20				
				343.46		0.12 S. L. S. F. CROSSING							
				350.22		6.76 S. L. S. F. CROSSING							
			f 5 55	350.77		0.55 MINDEN, MO.		N 33	32				
			f 6 15	352.87	P	2.10 CORNELL JCT., KAN.	Y	N 35	Yd.	s 4 50AM			
				357.67		4.80 A. T. & S. F. CROSSING							
				357.69		0.02 K. C. S. CROSSING							
			s 6 30	358.14	LS	0.45 PITTSBURG		N 41	31	s 4 00			
				358.50		0.36 S. L. S. F. CROSSING							
				358.88		0.38 S. L. S. F. CROSSING							
			f 6 50	361.82	P	2.94 CHICOPEE				f 3 10			
			f 6 55	363.35		1.53 FLEMING		N 46	40	f 3 05			
				365.68		2.33 S. L. S. F. CROSSING							
			f 7 00	365.88		0.20 CHEROKEE		N 48	17	f 2 56			
				366.81		0.93 S. L. S. F. CROSSING							
				371.34		4.53 N. E. O. CROSSING							
			s 8 00	371.36	P	0.02 CARONA		N 55	38	s 2 40			
				374.08		2.72 COKEDALE—M.K.T. CROSSING							
			f 8 35	379.66		5.58 SHERWIN		N 62	22	f 2 23			
				379.66		0.00 S. L. S. F. CROSSING							
			f 8 55	386.14		6.48 FAULKNER		N 68	33	f 2 07			
			s 9 20	392.82	LS	6.68 CHETOPA		N 75	26	s 1 50			
				393.29		0.47 M.K.T. CROSSING							
			f 9 40	400.01		6.72 BARTLETT		N 83	19	f 1 30			
			s 10 00	408.14	TP	8.13 EDNA		N 91		f 1 10			
			f 10 20	413.23		5.09 VALEDA		N 96	19	f 12 55			
				423.02		9.79 A. T. & S. F. CROSSING							
				423.03		0.01 M.K.T. CROSSING							
			10 45AM	423.33	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**

**1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except:**

**Pleasant Hill Subdiv.: No. 269 is superior to No. 270.  
Springfield Subdiv.: No. 763 is superior to No. 770.**

**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.

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 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.

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

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	
Kirkwood:—St. Louis Terminal								
Between Grand Ave. and Tower Grove Jct.	35	45	45	45		45	45	
Between Tower Grove Jct. and Kirkwood...	45	60	75	60		75	60	
Oak Hill, St. Louis Terminal	25	35	35	35		35	35	
Carondelet, St. Louis Terminal	25	25	25	25		25	25	
St. Louis	55	75	79	79		79	79	
Sedalia	55	75	79	79		79	79	
Glencoe	15	15	15	15		15	15	Five miles
River	50	55	60	60	Speed	60	60	per hour
Lexington	25	25	25	25		25	25	
Bagnell	20	20	20	20		20	20	
Marshall	15	15	15	15	shown on	15	15	above speed
Pleasant Hill Subdiv.:								
Between Pleasant Hill and NA Tower	50	65	65	65		65	65	shown on
Between NA Tower and WR Jct.	49	59	59	59	slow speed	59	59	
Joplin Subdiv.	45	45	45	45		45	45	slow speed
Rich Hill Subdiv.	45	59	59	59		59	59	
Cornell Subdiv.	25	25	25	25	signs	25	25	signs
Pittsburg Subdiv.	30	30	30	30		30	30	
Carthage Subdiv.:								
Between WR Jct. and Crane	45	59	59	59		59	59	
Between Crane and Cotter	40	50	50	50		50	50	
Cotter Subdiv.:								
Between Cotter and Diaz	45	59	59	59		59	59	
Springfield Subdiv.	35	35	35	35		35	35	
Cushman Subdiv.	20	20	20	20		20	20	

**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	
4104 to 4371	65	ENGINES	
4501 to 4526	65	751 to 756	65
7000 to 7021	98		
7100	90	Motor Cars:	
8001 to 8036	98	Passenger Motor	
9000 to 9022	35	Car No. 670, with	
9102 to 9191	35	mechanical drive	
9200 to 9239	35		70

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

Miles  
Per  
Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank.

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

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

**Subdiv.:**

St. Louis, Sedalia, River, Pleasant Hill, Rich Hill, Joplin, Carthage and Cotter	25
Pittsburg, Cornell and Springfield	20
Lexington, Marshall, Bagnell, Glencoe and Cushman	15

SPECIAL INSTRUCTIONS

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:		Miles Per Hour
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).		

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:	Miles Per Hour	
	Consist "A"	Consists "B" "C" and "D"
St. Louis Terminal:		
23rd Street, Interlocking Limits	10	10
Grand Avenue, Interlocking Limits	10	10
Kirkwood	30	30
Davis Street, Interlocking Limits	20	20
Gasconade River: Bridge No. 882, Mile Post 88.30	30	30
Osage River: Draw Bridge No. 1170, Mile Post 117.02	30	30
Bonnets Mill: No. 10 to dispatch mail		40
California: No. 9 to dispatch mail		40
Sedalia: Movement of engines, with or without cars, over Third and Fifth Street crossings on Warsaw track, must be made, under flag protection by member of crew, who must station himself on ground at crossing, and movement over crossing must be made only on his signal.		
Knobnoster: Trains or engines moving on Air Base tracks must not exceed low speed.		
Marshall: Trains reduce speed to five miles per hour passing over first five street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103)		

City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times, while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.

**Kansas City Terminal Railway:**  
 Special Rule No. 2. Train crews on arrival must extinguish markers on all passenger trains. Switch crews must not couple onto cars displaying lighted markers or red light.  
 Rule 600. Kansas City Terminal Railway operating Rules governs speed.

3-D. (Continued):		Miles Per Hour	
		Consist "A"	Consist "B" "C" and "D"
Nevada:	City Limits—MP 316 Pole 29 to MP 318 Pole 13	25	25
Nevada:	Over Maple, Austin and Hickory Street Crossings	10	10
Carthage:	Over Main Street Crossing	15	15
Carthage:	Over Willow Street, Locust Street and Elm Street crossings (Carthage Subdiv.)	30	30
Carthage:	All Street Crossings on Joplin Subdiv	15	15
Webb City:	Over Street Crossings	25	25
Joplin:	City Limits	25	25
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
Aurora:	S. L. S. F. Crossing	20	20
Crane:	City Limits, between siding switches	30	30
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
	Between Wye Switch and Passenger Station	10	10
Newark:	Over Street Crossings	20	20
Springfield:	Over Highway Crossing, College Ave., Kansas Ave., and Walnut St.	10	10

**LOCATIONS DESIGNATED BY MILES POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:**

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

**Carondelet Subdiv. (St. Louis Terminal):**

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

NORTHWARD					SOUTHWARD				
20	10	29	9	30	20	9	23	10	29

# SPECIAL INSTRUCTIONS

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

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

**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

**3-D. Sedalia Subdiv.—Concluded:**

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

SPECIAL INSTRUCTIONS

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

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

SOUTHWARD					NORTHWARD				
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

Pleasant Hill Subdiv. :

15	248	3	249	1	50	346	17	346	3
50	251	25	253	10	55	343	11	343	6
60	254	9	254	20	55	319	10	318	35
50	257	1	259	30	15	317	28	317	20
55	261	8	261	29	55	311	39	311	0
55	264	8	264	26	55	301	38	301	13
55	269	24	269	33	25	299	24	298	26
55	272	37	273	3	55	294	15	293	37
60	274	23	274	31	55	275	20	275	11
55	275	11	275	20	60	274	31	274	23
55	293	37	294	15	55	273	3	272	37
25	298	26	299	24	55	269	33	269	24
55	301	13	301	38	55	264	26	264	8
55	311	0	311	39	55	261	29	261	18
15	317	20	317	28	45	261	18	259	24
55	318	35	319	10	50	259	24	257	1
55	343	6	343	11	60	254	20	254	9
50	346	3	346	17	50	253	10	251	25
15	364	1	364	3	15	249	6	248	2
15	364	3	364	1					

Joplin Subdiv. :

40	369	2	370	1	15	381	15	381	8
40	372	0	372	19	15	379	20	379	19
40	373	18	374	5	40	374	5	373	18
15	379	19	379	20	40	372	19	372	0
15	381	3	381	15	40	370	3	369	7

Pittsburg Subdiv. :

15	392	9	392	30	15	392	30	392	9
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Carthage Subdiv. :

20	527	30	526	27	40	393	1	393	24
55	524	6	524	1	40	399	2	399	10
55	521	2	520	28	40	401	32	404	30
55	519	26	519	19	40	410	7	411	12
45	511	24	511	16	40	412	32	413	21
55	502	5	501	26	40	416	30	421	8
55	500	1	499	27	35	422	18	422	25
20	489	29	489	2	40	423	20	423	30
55	487	16	487	0	40	427	21	427	29
55	485	8	483	7	40	428	30	429	15
40	483	7	481	18	30	429	15	429	19
55	481	18	480	13	40	429	19	431	13
50	480	13	480	0	30	431	13	432	15
40	471	5	470	22	40	432	15	435	0
30	467	25	467	15	30	435	0	435	27
40	463	22	460	4	40	435	27	444	17
30	460	4	459	20	40	446	0	446	13
40	459	20	454	16	30	446	17	448	10
35	454	15	454	10	40	450	2	450	13
40	454	10	453	5	40	453	5	454	10
40	450	13	450	2	35	454	10	454	15
35	381	29	385	27					

3-D. Carthage Subdiv.—Concluded.

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
30	448	10	446	17	40	454	16	459	20
40	446	13	446	0	30	459	20	460	4
40	444	17	435	27	40	460	4	463	22
30	435	27	435	0	30	467	15	467	25
40	435	0	432	15	40	470	22	471	5
30	432	15	431	13	50	480	0	480	13
40	431	13	429	19	55	480	13	481	18
30	429	19	429	15	40	481	18	483	7
40	429	15	428	30	55	483	7	485	8
40	427	29	427	21	55	487	0	487	16
40	423	30	423	20	20	489	2	489	29
35	422	25	422	18	55	499	27	500	1
40	421	8	416	30	55	501	26	502	5
40	413	21	412	32	45	511	16	511	24
40	411	12	410	7	55	519	19	519	26
40	404	30	401	32	55	520	28	521	2
40	399	10	399	2	55	524	1	524	6
40	393	24	393	1	20	526	16	527	30
35	385	27	381	29					

Cotter Subdiv. :

40	381	3	380	27	35	264	12	264	15
45	376	1	374	10	50	275	15	275	26
55	371	26	371	19	35	277	21	278	25
50	364	3	364	0	50	279	11	279	17
40	340	24	340	21	40	283	12	285	10
45	320	10	319	24	20	285	10	286	18
50	315	20	315	10	45	286	23	286	33
55	314	18	314	12	45	287	22	287	28
55	310	11	309	25	50	287	28	288	16
45	308	22	308	17	20	305	21	306	18
20	306	18	305	21	45	308	17	308	22
50	288	16	287	28	55	309	25	310	11
45	287	28	287	22	55	314	12	314	18
45	286	33	286	23	50	315	10	315	20
20	286	18	285	10	45	319	24	320	10
40	285	10	283	12	40	340	21	340	24
50	279	17	279	11	50	364	0	364	3
35	278	25	277	21	55	371	19	371	26
50	275	26	275	15	45	374	10	376	1
35	264	15	264	12	40	380	27	381	3

Springfield Subdiv. :

10	510	18	510	20	10	477	20	477	15
10	477	15	477	20	10	510	20	510	18

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.

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

- Pile Drivers..... 25
- Steam Shovels..... 25
- Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick-Pile Driver (combination machine)..... 25

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

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.

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

Miles Per Hour

- 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.

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% 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.

(Continued from Outside Back Cover)

## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>EMERGENCY STATION</b>	Fort Scott, Kan.	Mercy Hospital, 816 Burke	208		
★Dr. R. R. Nevitt	Fort Scott, Kan.	209 South Main	1577	612 Lakin Drive	2320
★Dr. W. T. Wilkening, Resident Surgeon	Fort Scott, Kan.	11½ East First	1930	512 South Judson	2030
★★Dr. R. W. Lance	Arma, Kan.	Arma Clinic	3691	215 West Main	3691
★★Dr. D. G. Hall	Springfield, Mo.	500 Holland Bldg.	2-0522	1034 South Fremont	6-2515
★Dr. D. L. Yancey	Springfield, Mo.	500 Holland Bldg.	2-0522	1133 South Weller	4-1140
★★Dr. S. S. Peterson	Springfield, Mo.	500 Holland Building	2-0522	721 East Stanford	4-3821
★Dr. A. J. C. McCallum	Aurora, Mo.	200 So. Elliott	586	404 Lincoln Ave.	587
★Dr. F. L. Womack	Crane, Mo.		105		125
{★Dr. J. H. Young	Crane, Mo.		229	Galena, Mo.	50
{★Dr. J. H. Young	Galena, Mo.		50		50
★★Dr. L. S. Shumate	Reeds Spring, Mo.		10		10
★★Dr. W. C. Magness	Branson, Mo.	Commercial Street		119 West Third	
★★Dr. J. G. Gladden	Harrison, Ark.	112 East Rush	152	514 South Pine	59
★★Dr. L. M. Weast	Yellville, Ark.	Yellville Drug Co.	2471		2391
★★Dr. W. S. Guinne	Mountain Home, Ark.	111 W. 6th	11	West 7th	None
★★Dr. B. N. Saltzman	Mountain Home, Ark.	114 West Sixth	11	114 West Sixth	220
★★Dr. N. J. Copp	Calico Rock, Ark.	Over Bank Bldg.	63		27
★★Dr. W. J. Ketz	Batesville, Ark.	357 West Main	262	1086 East College	208
★Dr. J. D. Ashley	Newport, Ark.	309 2nd St.	32	415 Main	515
★Dr. H. O. Walker, Resident Surgeon	Newport, Ark.	312½ East First	33	363 Ash	77
★★Dr. M. H. Harris, Local & Disp. Surgeon	Newport, Ark.	317 Third	26 & 27	501 Walnut	168

★Medical Examiners for Examination of all Applicants.

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

# LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw	(P)rospect 1-0500. (M)ain 1-1000.		
<b>HOSPITAL, St. Mary's Hospital</b>	Kansas City, Mo.	101 Memorial Drive	WEstport 1-0461.		
★Dr. J. E. Castles, District Surgeon	Kansas City, Mo.	{1002 Argyle Bldg., 12th and McGee	Harrison 1-5037 & 1-5038, Victor 2-6100, Station 36.	620 West Dartmouth Road	Jackson 3-4027.
★Dr. D. B. Ecker, Local & Dispensary Surgeon	Pacific, Mo.		CLearwater 7-2234.		CLearwater 7-2235.
★★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.
<b>EMERGENCY STATION</b>	Jefferson City, Mo.				
★Dr. M. W. Kelly	Jefferson City, Mo.	612 East High	5-1432	Greenberry Road	5-1880.
★Dr. W. V. McNelly, Division Surgeon	Jefferson City, Mo.	507 East High	6-2315	1213 Elmerine	6-2950.
★Dr. K. S. Latham, Local & Disp. 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.
<b>EMERGENCY STATION</b>	Sedalia, Mo.	Bothwell Memorial Hospital			
★Dr. D. P. Dyer, Division Surgeon	Sedalia, Mo.	Third Nat. Bank Bldg.	1773	524 South Grand	1140-R.
★Dr. J. B. Carlisle, Division Surgeon	Sedalia, Mo.	314 South Ohio	1092	1019 West Sixth	1427.
★Dr. A. L. Walter, Division Surgeon	Sedalia, Mo.	120 West Fifth			
★Dr. D. R. Edwards, Asst. Surgeon	Sedalia, Mo.	107 South Ohio	786	1619 South Monteau	2620.
★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. A. J. Campbell, Jr.	Sedalia, Mo.	312½ South Ohio		1522 Driftwood	
★★Dr. G. W. Grove	Knobnoster, Mo.		133	Knobnoster	137.
★Dr. C. S. Johnson, Local & Disp. Surgeon	Warrensburg, Mo.	114 East Market	4	821 South Maguire	695.
★Dr. H. Harkness	Warrensburg, Mo.	217½ North Holden	155	519 South Holden	514.
★Dr. K. Rawlins, Local & Disp. Surgeon	Holden, Mo.	West Third	43	6th and Olive	42.
★Dr. A. W. Eklund	Pleasant Hill, Mo.	129 First	3	182 Pine	181-W.
★J. E. Taylor	Pleasant Hill, Mo.	107 Wyoming	76	508 Cedar	25.
★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.
★Dr. T. C. Beckett	Boonville, Mo.	317½ Main	TUredo 2-2442	721 Main	TUredo 2-6278.
★Dr. W. K. Nix, Local & Disp. Surgeon	Marshall, Mo.	74½ North Jefferson		758 South Brunswick	578.
★Dr. R. F. Aiken, Local Surgeon	Marshall, Mo.	Sharp-Hahn Bldg.	51	110 North Brunswick	452.
★Dr. D. A. Kelling	Waverly, Mo.	Kelling Clinic and Hospital	32		118.
★Dr. G. 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. B. H. Brasher	Lexington, Mo.	1110 Main	9	8 Thirteenth	429.
★Dr. E. O. Shelton	Eldon, Mo.	6 South Maple	216	109 West High	126.
★Dr. D. S. Long	Harrisonville, Mo.	202 South Lexington	38	204 South Lexington	61.
★Dr. E. E. Robinson	Adrian, Mo.		138		197.
★Dr. C. W. Luter	Butler, Mo.		213	406 North Havana	535.
★Dr. D. C. Ronald	Butler, Mo.	Professional Bldg.	213	Gilbert Heights	797-M.
★Dr. C. J. Allen	Rich Hill, Mo.	Security Bank Bldg.	184	500 East Olive	272.
<b>EMERGENCY STATION</b>	Nevada, Mo.				
★Dr. R. B. Wray	Nevada, Mo.	Moore Bldg.	362	701 South Adams	748.
★Dr. L. P. McCann	Nevada, Mo.	Moore Bldg.	362	920 West Cherry	1344.
★Dr. W. S. Love	Nevada, Mo.	Calloway Bldg.	38	601 South Adams	118.
★Dr. T. B. Todd	Nevada, Mo.	Buckner Bldg.	135	803 South Adams	1038.
★Dr. H. M. Arnold	Lamar, Mo.	1204 Gulf	OV 2-4584	108 1st St. Terrace	OV 2-2250.
★Dr. E. Guldner	Lamar, Mo.	809 Gulf	4823	702 Gulf	4648.
★Dr. M. F. Whitten	Carthage, Mo.	338 Grand	4680	1615 Forrest	4594.
★Dr. H. E. Byrd	Carthage, Mo.	First Nat'l Bank Bldg.	4655	1327 South Main	3344.
★Dr. G. W. Wright	Webb City, Mo.	220 South Street	1356	222 South Street	1356.
★Dr. R. M. Ferguson	Webb City, Mo.	Etks Bldg.	878	432 South Roane	904.
★Dr. G. A. Sebulte	Joplin, Mo.	419 Frisco Bldg.	7292	2333 Wall Street	6069.
★Dr. V. E. Jeans	Joplin, Mo.	Joplin National Bank Bldg.	580	629 Islington	6319.
★Dr. C. B. Schoebel	Joplin, Mo.	305 Medical Arts Bldg.	MA. 4-6639	3111 E. 4th	MA. 4-2945.
<b>EMERGENCY STATION</b>	Coffeyville, Kan.				
★Dr. J. F. Coyle, Division Surgeon	Coffeyville, Kan.	203 West Seventh	273	602 Elm	664.
★Dr. H. C. Martin	Coffeyville, Kan.	702 Maple	2038	601 Overlook	2143.
★Dr. A. E. Martin	Coffeyville, Kan.	702 Maple	686 and 3700	608 Highland Road	2775.
★Dr. E. D. Pefley	Chetopa, Kan.	505 Maple	Belmont 6-7342	320 N. Seventh	Bel. 6-7657.
★Dr. C. H. Smith, Resident Surgeon	Pittsburg, Kan.	Smith Clinic	92	814 South Catalpa	52.
★Dr. J. H. Bena	Pittsburg, Kan.	Smith Clinic	4290	207 West Adams	1488.
★Dr. G. J. Gish	Minden Mines, Mo.		5212		17.
★Dr. A. G. Eddlemon	Liberal, Mo.		79-3		79-2.

★Medical Examiners for Examination of all Applicants.

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

(Continued on Inside Back Cover)