

# MAKE EVERY TRIP A SAFETY TRIP



**C. T. WILLIAMS**  
Assistant Superintendent

**A. A. TWILLMAN**  
Road Foreman of Engines

**D. E. DOYLE**  
Chief Dispatcher

**C. BIGGERSTAFF**  
**R. R. HOLDEN**  
**R. B. GEORGE**

Dispatchers  
Franklin, Missouri

**C. CLARK**  
**R. E. REEDER**



**ROAD FOREMAN OF ENGINES HAS THE SAME  
AUTHORITY AS ASSISTANT SUPERINTENDENT  
WHILE ON LINE OF ROAD.**

# Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

# TIME TABLE

## No. 24

## EASTERN DISTRICT

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

# Sunday, May 16, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE  
OF EMPLOYEES ONLY

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

**F. P. STOCKER**  
Superintendent

**J. H. LITTLE**  
General Superintendent  
of Transportation

**H. M. WARDEN,**  
Vice-President and  
General Manager

SOUTHWARD TRAINS

ST. LOUIS DIVISION

NORTHWARD TRAINS

THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIME TABLE No. 24		Signs and Car Capacity	FIRST CLASS	SECOND CLASS	THIRD CLASS		
71 Bullet	75 Katy Klipper	81 Katy Komet	5 Katy Flyer		Effective 12:01 A. M. May 16, 1948			6 Katy Flyer	74 Katy Packer	72 Fast Freight	78 Freight	
Daily	Daily	Daily	Daily		STATIONS		Daily	Daily	Daily	Daily		
			PM 11.15	0.0	Joint Trunk C. B. & Q.	ST. LOUIS	US	P	AM 6.58			
				8.7		N	8.7 BADEN	K	WTSO Yard P		AM 2.00	PM 3.00 PM 8.00
PM 9.00	AM 8.00	PM 7.00		26.9	N	18.2 MACHENS	TJ	103 WP	f 5.59	PM 11.59	PM 1.30 PM 6.45	
PM 9.40	AM 8.45	PM 7.35	PM 11.59	32.1		5.2 SIMPSON		118 P	f 5.50	11.45	1.05 6.30	
9.52	8.55	7.42	AM 12.07	39.2	N	7.1 ST. CHARLES	CH	146 WP	s 5.40	11.31	12.45 6.15	
10.06	9.07	7.52	s 12.25	47.1		7.9 JACOBS		115 P	f 5.25	11.15	12.25 5.59	
10.21	9.21	8.03	12.35	54.6	Auto- matic Block Signals	7.5 WELDON		116 P	f 5.10	10.59	12.07 PM 5.43	
10.36	9.35	8.13	12.46	56.9			2.3 WATTS		Y			
10.47	9.46	8.22	s 12.55	60.7		3.8 NO MATSON	MY	86 WP	s 4.58	10.47	11.50 5.29	
10.56	9.57	8.30	s 1.04	66.4	NO	5.7 AUGUSTA	AU	116 P	s 4.47	10.35	11.35 5.15	
11.09	10.11	8.41	f 1.14	74.0		7.6 DUTZOW		86 P	s 4.35	10.22	11.18 4.59	
11.16	10.17	8.47	s 1.22	77.9	D	3.9 MARTHASVILLE	MV	118 P	s 4.28	10.15	11.08 4.50	
11.27	10.30	8.57	s 1.32	84.8	D	6.9 TRELOAR	RT	29 P	s 4.15	10.03	10.49 4.34	
11.34	10.37	9.03	f 1.38	88.9		4.1 BERNHIMER		111 P	f 4.07	9.55	10.37 4.25	
11.47	10.51	9.14	f 1.49	97.0	Auto- matic Block Signals	8.1 CASE		56 P	f 3.51	9.41	10.10 4.06	
11.59	10.58	9.19	s 2.01	100.7		N	3.7 McKITTRICK	MC	116 P WYO	s 3.44	9.35	9.58 3.58
AM 12.13	11.05	9.25	s 2.11	104.9		4.2 D RHINELAND	RD	69 P	s 3.23	9.25	9.45 3.40	
12.24	11.15	9.33	s 2.21	110.8		5.9 BLUFFTON		118 P	s 3.13	9.12	9.25 3.28	
12.35	11.25	9.40	s 2.31	116.0		5.2 PORTLAND		68 P	s 3.04	9.03	9.10 3.16	
12.45	11.34	9.48	s 2.40	121.4		5.4 STEEDMAN		61 P	s 2.55	8.54	8.52 3.04	
12.51	11.41	9.53	s 2.48	125.1	N	3.7 MOKANE	MO	153 WP	s 2.48	8.46	8.40 2.55	
1.02	11.52	10.02	s 2.59	131.2	D	6.1 TEBBETS	BE	115 P	s 2.33	8.35	8.20 2.40	
1.13	PM 12.04	10.11	f 3.10	137.6		6.4 WAINWRIGHT		117 P	f 2.20	8.22	7.59 2.25	
1.22	12.14	10.19	s 3.20	143.3	NO	5.7 NORTH JEFFERSON	JB	45 P	s 2.09	8.11	7.40 2.12	
1.31	12.19	10.23	s 3.25	146.3		3.0 BOUGHNER		117 P	1.59	8.05	7.30 2.05	
1.49	12.31	10.33	s 3.36	153.5	D	7.2 HARTSBURG	HU	145 P	s 1.49	7.52	7.10 1.50	
2.06	12.46	10.45	f 3.48	162.4		8.9 EASLEY		111 P	f 1.36	7.35	6.40 1.29	
2.20	12.58	10.55	s 4.13	169.5	N	7.1 McBAINE	AN	71 WP	s 1.25	7.23	6.18 1.10	
				169.8		0.3 Columbia Division Jct.						
2.25	1.03	10.58	s 4.18	171.7		1.9 HUNTSDALE		117 P	s 1.12	7.18	6.10 1.03	
2.37	1.14	11.07	s 4.28	178.4	D	6.7 ROCHEPORT	CA	56 P	s 1.02	7.05	5.50 12.45	
2.45	1.20	11.12	4.34	181.9		3.5 NIEHAUS		117 P	12.56	6.59	5.39 12.35	
2.48	1.40	11.21	s 4.44	188.3		6.4 NEW FRANKLIN		P	s 12.46	6.48	5.18 12.18	
				188.8		0.5 Moberly Div. Jct.						
3.00 AM	1.45 PM	11.22 PM	5.05 AM	189.1	N	0.3 FRANKLIN	FR	WTSYO Yard P	12.40 AM	6.45 PM	5.15 AM 12.15 PM	
30.4	32.4	42.9	31.8			189.1			30.0	31.0	19.7 23.8	
					Average speed per hour.....							

## SOUTHWARD TRAINS

## SEDALIA DIVISION

FOURTH CLASS				THIRD CLASS		SECOND CLASS		FIRST CLASS		TIME TABLE No. 24	Distance from St. Louis	Signs and Car Capa- city
	95 Way	99 Way		75 Katy Klipper	71 Bullet		81 Katy Komet		5 Katy Flyer	Effective 12:01 A. M. May 16, 1948		
	Monday Wed. Friday	Monday Wed. Friday		Daily	Daily		Daily		Daily	STATIONS		
		AM 5.30		PM 2.15	AM 3.30		PM 11.35		AM 5.05	N FRANKLIN FR 2.0	189.1	WTSYO P Yard
										Mo. River Bridge Interl'kr 0.6	191.1	
		5.40		2.22	3.36		11.40		s 5.14	BOONVILLE 5.3	191.7	P 55
		5.54		2.35	3.48		11.52		5.23	LICK 6.4	197.0	P 84
		6.09		2.50	4.02		AM 12.04		s 5.33	N PILOT GROVE PG 2.9	203.4	P 62
		6.17		2.56	4.10		12.08		5.37	HOFFMAN 2.9	206.3	P 132
		6.26		3.02	4.16		12.14		s 5.43	PLEASANT GREEN 6.3	209.2	P 16
		6.42		3.16	4.32		12.25		s 5.55	CLIFTON CITY 5.6	215.5	P 62
		6.57		3.29	4.46		12.37		s 6.04	BEAMAN 5.2	221.1	P 142
		7.10		3.40	4.57		12.46		6.13	MAHANEY Mo. Pac. Interlocker 0.8	226.3	P 81
	AM 7.55	7.21		3.45	5.04		12.48		s 6.30	N SEDALIA SA 0.6	227.1	WSY P 118
										Mo. Pac. Gate Crossing 3.1	227.7	
	8.05	7.29		3.55	5.12		12.53		6.35	CAMPBELL 8.4	230.8	P 90
	8.30	7.52		4.16	5.31		1.07		s 6.47	D GREENRIDGE Q 4.6	239.2	P 90
	8.47	8.05 AM		4.25	5.40		1.13		6.54	BRYSON 4.0	243.8	P
	9.30			4.33	5.50		1.19		s 7.01	N WINDSOR NR 7.7	247.8	P 90
	10.02			4.48	6.09		1.30		s 7.11	CALHOUN 4.2	255.5	PW 54
	10.24			4.58	6.19		1.37		f 7.18	LEWIS 5.7	259.7	P 103
	10.47			5.10	6.30		1.45		7.29	N NORTH CLINTON CB S.L.-S.F. Interlocker 1.2	265.4	P 116
	10.55			5.18	6.34		1.47		s 7.40	CLINTON 6.8	266.6	P 47
	11.25			5.30	6.48		1.57		s 7.49	LADUE 6.8	273.4	P 90
	11.55			5.43	7.03		2.08		s 7.59	D MONTROSE MS 5.5	280.2	P 90
	PM 12.15			5.53	7.15		2.16		s 8.10	D APPLETON CITY AY 2.2	285.7	P 79
	PM 12.30			5.58 PM	7.30 AM		2.20 AM		s 8.20 AM	N LINDALE ND 98.8	287.9	WYO P Yard
	13.3	21.2		26.6	24.7		35.9		30.4	.....Average speed per hour.....		

In the application of Rules 4, 5 and 83, Lindale will not be considered as initial or terminal station of first, second and third class schedules. This prescribes that Franklin and Parsons will be the only initial terminal stations of first class schedules; and Franklin and North Yard the only initial and terminal stations of second and third class schedules of combined pages 2, 3, 4 and 5, Sedalia Division. Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

# SEDALIA DIVISION

NORTHWARD TRAINS

3

TIME TABLE No. 24		FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS								
Effective 12:01 A. M. May 16, 1948		<b>6</b> Katy Flyer		<b>74</b> Katy Packer		<b>78</b> Fast Freight	<b>72</b> Freight		<b>94</b> Way	<b>98</b> Way						
STATIONS		Daily		Daily		Daily		Daily		Tuesday Thursday Saturday		Tuesday Thursday Saturday				
Automatic Block Signals	N FRANKLIN FR	AM		PM		AM	AM				PM					
	2.0	12.40		6.20		11.45	4.15				2.50					
	Mo. River Bridge Interl'kr															
	0.6															
	BOONVILLE	s	12.25		6.05		11.33	4.03			2.45					
	5.3															
	LICK		12.15		5.50		11.22	<b>3.48</b>			<b>2.35</b>					
	6.4															
	N PILOT GROVE PG	s	<b>12.04</b> AM		5.35		11.11	3.27			2.10					
	2.9															
	HOFFMAN		11.50		5.28		11.05	3.20			1.50					
	2.9															
	PLEASANT GREEN	s	11.45		5.20		10.57	3.10			1.42					
	6.3															
	CLIFTON CITY	s	11.34		5.05		10.46	2.56			1.29					
	5.6															
	BEAMAN	s	11.24		4.55		10.35	2.35			1.14					
	5.2															
	MAHANEY Mo. Pac. Interlocker		11.14		4.45		10.25	2.20			1.01					
	0.8															
N SEDALIA SA	s	11.10		4.40		10.20	2.18		AM 10.00	12.57						
0.6																
Mo. Pac. Gate Crossing																
3.1																
CAMPBELL		10.48		4.33		10.10	2.05		9.47	12.32						
8.4																
D GREENRIDGE Q	s	10.35		<b>4.16</b>		9.50	1.42		9.55	12.01 PM						
4.6																
BRYSON		10.27		4.08		9.40	1.30		8.30	11.45 AM						
4.0																
N WINDSOR NR	s	10.20		3.59		<b>9.30</b>	<b>1.19</b>		8.05							
7.7																
CALHOUN	s	10.09		3.44		9.10	12.55		<b>7.11</b>							
4.2																
LEWIS	f	10.01		3.35		8.59	12.45		6.50							
5.7																
N NORTH CLINTON CB		9.53		3.25		8.43	12.34		<b>6.30</b>							
S.L.-S.F. Interlocker																
1.2																
CLINTON C	s	9.50		3.20		8.38	12.30		6.24							
6.8																
LADUE	s	9.35		3.08		8.20	12.17		5.57							
6.8																
D MONTROSE MS	s	9.25		2.55		<b>7.59</b>	12.06 AM		5.30							
5.5																
D APPLETON CITY AY	s	9.15		2.45		7.40	11.55		5.10							
2.2																
N LINDALE ND		9.08 PM		2.40 PM		<b>7.30</b> AM	11.50 PM		5.00 AM							
08.8																
.....Average speed per hour.....		28.6		26.9		23.2	22.4		12.2	17.7						

In the application of Rules 4, 5 and 83, Lindale will not be considered as initial or terminal station of first, second and third class schedules. This prescribes that Franklin and Parsons will be the only initial terminal stations of first class schedules; and Franklin and North Yard the only initial and terminal stations of second and third class schedules of combined pages 2, 3, 4 and 5, Sedalia Division. Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

## SOUTHWARD TRAINS

## SEDALIA DIVISION

FOURTH CLASS				THIRD CLASS		SECOND CLASS		FIRST CLASS		TIME TABLE No. 24		Distance from St. Louis	Signs and Car Capa- city
			97 Way	75 Katy Klipper	71 Bullet		81 Katy Komet		5 Katy Flyer	Effective 12:01 A. M. May 16, 1948			
			Tuesday Thursday Saturday	Daily	Daily		Daily		Daily	STATIONS			
			AM 5.00	PM 5.58	AM 7.30		AM 2.20		AM 8.20	Auto- matic Block Signals Sedalia	N LINDALE ND	287.9	WYO P Yard
			5.20	6.10	7.44		2.30		s 8.32		D ROCKVILLE RK	294.5	P 38
			5.35	6.17	7.54		2.36		s 8.40	D SCHELL CITY SC	298.4	P 90	
			5.55	6.27	8.05		2.43		s 8.52	D HARWOOD HD	303.5	P 54	
			6.15	6.37	8.19		2.51		s 9.03	D WALKER WR	309.3	P 90	
			6.39	6.50	8.35		3.01		9.15	N TOWER NA	316.7	P 105	
			6.40	6.51	8.36		3.02		s 9.25	Mo. Pac. Interlocker			
			7.08	7.04	8.50		3.11		9.34	NEVADA	317.1	WP	
			7.23	7.10	8.58		3.16		s 9.40	ELLIS	323.4	P 78	
			7.40	7.50	9.08		3.22		f 9.47	DEERFIELD	326.9	P 92	
										N EVE V	331.2	P 100	
										S. L.—S. F. Crossing	337.4		
										Mo. Pac. Crossing	337.6		
			8.25	8.18	9.25		3.35		s 10.05	FORT SCOTT	338.2	WP 47	
			8.30	8.23	9.29		3.38		10.10	N Mo. Pac. Interlocker GRIFFITH XR	339.1	P 144	
			8.45	8.35	9.40		3.49		10.19	RONALD	345.2	P 91	
			9.02	8.48	9.54		3.59		s 10.30	D HIATTVILLE HI	351.1	P 91	
			9.17	9.01	10.10		4.09		s 10.42	D HEPLER PR	358.0	WP 66	
			9.34	9.14	10.25		4.20		s 10.55	N A.T.&S.F. Interlocker WALNUT WA	365.0	P 67	
			9.54	9.30	10.43		4.31		s 11.06	D ST. PAUL OM	372.9	P 92	
			10.11	9.44	10.59		4.40		s 11.17	SOUTH MOUND	379.5	P 90	
			10.17	9.55	11.05		4.45		11.21	STOCKER	382.6	P	
			10.22	10.15	11.15		4.50			N Kas. City Divn. Crossing CROSS Intrlkr. XO	383.5	P	
			10.30 AM	11.00 PM	12.30 PM		5.00 AM			N NORTH YARD	386.0	WTSYO Yard	
									11.40 AM	N PARSONS GO	386.6		
			17.8	19.5	19.6		36.8		28.9	Average speed per hour.....			

In the application of Rules 4, 5 and 83, Lindale will not be considered as initial or terminal station of first, second and third class schedules. This prescribes that Franklin and Parsons will be the only initial terminal stations of first class schedules; and Franklin and North Yard the only initial and terminal stations of second and third class schedules of combined pages 2, 3, 4 and 5, Sedalia Division.

Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

# SEDALIA DIVISION

TIME TABLE No. 24		FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS					
Effective 12:01 A. M. May 16, 1948		<b>6</b> Katy Flyer		<b>74</b> Katy Packer		<b>78</b> Freight	<b>72</b> Fast Freight		<b>96</b> Way				
<b>STATIONS</b>		Daily		Daily		Daily	Daily		Monday Wed. Friday				
Auto- matic Block Signals	N	LINDALE	ND			AM	PM		PM				
		6.6				9.08	2.40	7.30	11.50	12.30			
	D	ROCKVILLE	RK			8.55	2.26	7.18	11.34	12.04 PM			
		3.9											
	D	SCHELL CITY	SC			8.48	2.18	7.11	11.25	11.49			
		5.1											
	D	HARWOOD	HD			8.40	2.07	7.01	11.14	11.30			
		5.8											
	D	WALKER	WR			8.31	1.55	6.50	10.59	10.59			
		7.4											
N	TOWER	NA			8.21	1.42	6.39	10.43	10.30				
	Mo. Pac. Interlocker 0.4												
	NEVADA				8.19	1.40	6.37	10.40	10.25				
	6.3												
	ELLIS				8.06	1.27	6.23	10.25	9.55				
	3.5												
	DEERFIELD				7.59	1.20	6.15	10.16	9.40				
	4.3												
N	EVE	V			7.50	1.12	6.05	10.06	9.08				
	6.2												
	S. L.—S. F. Crossing												
	0.2												
	Mo. Pac. Crossing												
	0.6												
	FORT SCOTT				7.32	12.57	5.50	9.48	8.45				
	0.9												
N	Mo. Pac. Interlocker				7.23	12.55	5.45	9.45	7.50				
	6.1												
	RONALD				7.15	12.46	5.31	9.30	7.30				
	5.9												
D	HIATTVILLE	HI			7.08	12.37	5.20	9.16	7.10				
	6.9												
D	HEPLER	PR			6.58	12.25	5.05	9.01	6.45				
	7.0												
N	A.T.&S.F. Interlocker				6.48	12.12 PM	4.50	8.45	6.25				
	7.9												
D	ST. PAUL	OM			6.37	11.59	4.31	8.32	6.01				
	6.6												
	SOUTH MOUND				6.28	11.49	4.10	8.20	5.40				
	3.1												
Auto- matic Block Signals		STOCKER			6.22	11.42	3.58	8.12	5.15				
		0.9											
	N	Kas. City Divn. Crossing				11.40	3.55	8.10	5.10				
		2.5											
	NORTH YARD					11.30 AM	3.45 AM	8.00 PM	5.00 AM				
	0.6												
N	PARSONS	GO			6.15 PM								
	08.7												
Average speed per hour.....		34.2		31.0		26.3	25.6		13.1				

In the application of Rules 4, 5 and 83, Lindale will not be considered as initial or terminal station of first, second and third class schedules. This prescribes that Franklin and Parsons will be the only initial terminal stations of first class schedules; and Franklin and North Yard the only initial and terminal stations of second and third class schedules of combined pages 2, 3, 4 and 5, Sedalia Division.

Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

6

**HOLDEN DIVISION**SOUTHWARD  
TRAINS

TIME TABLE No. 24

NORTHWARD  
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 16, 1948		Signs and Car Capacity	Fourth Class
<b>57</b> Mixed		STATIONS			<b>56</b> Mixed
Monday Wed. Friday					Tuesday Thurs. Saturday
AM 8.05	243.8		<b>BRYSON</b> 11.9	30 YP	AM 11.45
s 8.42	255.7	D	<b>LEETON</b> B 3.1	20	s 10.59
f 8.53	258.8		<b>POST OAK</b> 5.9	18	f 10.49
f 9.15	264.7		<b>CHILHOWEE</b> 4.7	17	f 10.29
s 9.35	269.4		<b>MAGNOLIA</b> 6.8	20	s 10.14
s 10.00	276.2	D	<b>HOLDEN</b> HN 10.8	26 W	s 9.46
f 10.39	287.0		<b>GUNN CITY</b> 3.7	18	s 9.08
s 10.51	290.7	D	<b>EAST LYNNE</b> YN 6.8	36	s 8.55
s 11.20	297.5	D	<b>HARRISONVILLE</b> RO Mo. Pac. Interlocker 0.5	29	s 8.29
	298.0		<b>S.L.-S.F. Crossing</b> 8.8		
s 11.55	306.8	D	<b>FREEMAN</b> RA 10.0	22	s 7.53
PM s 12.26	316.8	D	<b>LOUISBURG</b> UI 13.1	24	s 7.18
	329.9		<b>Mo. Pac. Gate Crossing</b> 0.2		
s 1.06	330.1	D	<b>PAOLA "A"</b> PO 0.3	18	s 6.35
	330.4		<b>S.L.-S.F. Crossing</b> 0.1		
1.10 PM	330.5	N	<b>PAOLA "D"</b> PD 86.7	Yard	6.30 AM
17.0			.....Average speed per hour.....		16.5

**ELDORADO DIVISION**SOUTHWARD  
TRAINS

TIME TABLE No. 24

NORTHWARD  
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 16, 1948		Signs and Car Capacity	Fourth Class
<b>53</b> Mixed		STATIONS			<b>52</b> Mixed
Daily Except Sunday					Daily Except Sunday
PM 1.35	309.3	D	<b>WALKER</b> 6.8	95 YP	AM 7.35
2.02	316.1		<b>DEDERICK</b> 7.1	8	7.13
2.25 PM	323.2		<b>ELDORADO SPGS.</b> 13.9	14 Y	6.45 AM
16.7			.....Average speed per hour.....		16.7

**MOBERLY DIVISION**

Southward Trains

TIME TABLE No. 24

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 16, 1948		Signs and Car Capacity	Fourth Class
<b>51</b> Mixed		STATIONS			<b>50</b> Mixed
Daily Except Sunday					Daily Except Sunday
AM 9.30	224.1	D	<b>MOBERLY</b> MF 0.6	44 WYP	AM 8.30
	223.5		<b>Wabash Crossing</b> (Auto. Interlocking Signals) 9.1		
s 9.55	214.4	D	<b>HIGBEE</b> H 0.1	40 YP	s 7.35
			<b>G.M.&amp;O. R.R. Gate Crossing</b> 8.4		
f 10.17	205.9		<b>BURTON</b> 6.7	25 P	f 7.05
s 10.40	199.2	D	<b>FAYETTE</b> FD 10.1	38 P	s 6.45
f 11.10 AM	189.1	N	<b>FRANKLIN</b> FR Moberly Div. Jct. 0.8	Yard P	f 6.05 AM
11.15 AM	188.3		<b>NEW FRANKLIN</b> 35.8		6.00 AM
20.4			.....Average speed per hour.....		14.3

**COLUMBIA DIVISION**

Southward Trains

TIME TABLE No. 24

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 16, 1948		Signs and Car Capacity	Fourth Class
<b>65</b> Mixed		STATIONS			<b>66</b> Mixed
Daily					Daily
AM 12.25	178.3	D	<b>COLUMBIA</b> CU 4.7	Yard	AM 4.55
f 12.40	173.6		<b>BRUNKHORST</b> 4.1	6	f 4.38
1.00 AM	169.5	N	<b>McBAINE</b> AN 3.8	77 WP	4.25 AM
15.1			.....Average speed per hour.....		17.6

No. 65 IS SUPERIOR TO No. 66.

**1. SUPERIORITY OF TRAINS:**

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 65 is superior to No. 66.

**2. CLEARING TRAINS:**

- a. Third and Fourth class trains, extra trains and yard engines will clear first class trains at least ten minutes, except where Automatic Block Signals are in service.
- b. First class trains and extra passenger trains taking siding at New Franklin use house track west of main track and at Franklin use old Moberly main and short "we" track.
- c. Trains and engines delayed between south yard limit board, Nevada, and signal 3174 will protect as prescribed by Rule 99. Protection given delayed trains under Rule 93 will not apply between these points.
- d. When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

**3. WHERE TRAINS WILL REPORT FOR ORDERS:**

- a. Paola and Franklin.
- b. Cross, trains originating North Yard.
- c. Telegraph Office Parsons Passenger Station, trains originating.

**4. REGISTER STATIONS:**

- a. Conductors will register and check the train register at all register stations unless otherwise instructed.
- b. All trains register by slip at Machens and Cross.
- c. When not practicable to comply with Rule 3(b), it will not be necessary for conductor to compare time with the engineer before departing from terminal but will compare as soon as practicable after departing.

d. For information of those concerned, following trains will register at other than register stations:

Station	Arrival	Departure
Baden	All trains	All trains
Sedalia	94	95
Bryson	99	98
Lindale	95-96	94-97
North Yard	All trains	All trains

**5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:**

Between	Passenger Trains	Freight, Mixed Trains and Light Engines
Machens and Mokane	55	40
Mokane and Easley	50	40
Easley and Franklin	55	40
Franklin and Parsons	55	40
McBaine and Columbia	25	20
Franklin and Moberly	35	25
Bryson and Paola	.....	20
Walker and Eldorado Springs	.....	15

**EXCEPTIONS:**

Machens and Parsons  
Train No. 81 ..... 45

- a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Road engines backing up, St. Louis and Sedalia Divisions, 25 M.P.H., Holden, Moberly, Eldorado and Columbia Divisions 15 M.P.H.
- c. Switch engines with or without cars 20 M.P.H.
- d. Entering or leaving main track turnouts; passenger trains 20 M.P.H.; freight trains 15 M.P.H.
- e. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of caboose.

**6. SPEED AND OTHER RESTRICTIONS:**

- a. WHEN FOGS, STORMS OR OTHER CONDITIONS OBSCURE TRACK OR SIGNALS, SPEED OF TRAIN MUST BE REDUCED TO PERMIT STRICT OBSERVANCE OF SIGNALS AND INSURE ABSOLUTE SAFETY LOSING TIME IF NECESSARY.
- b. Dead engines hauled in train be handled not more than 10 cars from hauling engine and not less than five cars shall be used to separate hauling engine and dead engine or between dead engines.

**c. SEDALIA DIVISION:**

25 M.P.H. between siding switches, Boonville.

15 M.P.H. over Mo. Pac. shop track crossing, Sedalia.

ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 3862 AND THE NORTHWARD HOME SIGNALS PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS, THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

Southward trains on main track Appleton City to meet northward train stop clear of "end of block signal" if necessary, to prevent the display of stop indication at signal 287A, north switch Lindale.

ALL TRAINS AND ENGINES MOVING ON INBOUND AND OUTBOUND FREIGHT MAIN TRACKS WILL RUN AT YARD SPEED APPROACHING AND PASSING OVER NEOSHO DIVISION CROSSING AT THE NORTH END OF NORTH YARD, AND TO OR THROUGH THE SWITCHES LEADING TO OR FROM THE YARD TRACKS AT THIS POINT.

**d. COLUMBIA DIVISION:**

Engine heavier than 32% will not be operated.

10 M.P.H. over Bridge V-171.6. Engines will not work steam nor shall brakes be applied moving over this bridge.

15 M.P.H. over Bridges V-173.3, V-174.1 and V-174.6.

Loaded cars, gross weight exceeding 169,000 pounds will not be handled.



**e. MOBERLY DIVISION:**

15 M.P.H. 1200 feet in approach of and between home signals governing MKT Wabash Railroad crossing, Moberly.

10 M.P.H. over Bridge 0-92.7.

Engines heavier than 32% type will not be doubleheaded over Bridge 0-92.7.

**f. HOLDEN DIVISION:**

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER STATION AND MO. PAC. JUNCTION INTERLOCKER SOUTH OF PAOLA PASSENGER STATION EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.

All trains will flag Pearl Street crossing, Paola.

Loaded cars, gross weight exceeding 169,000 pounds will not be handled.

Engine heavier than 32% will not be operated.

**g. ELDORADO DIVISION:**

Loaded cars, gross weight exceeding 169,000 pounds will not be handled between Dederick and Eldorado Springs.

Engine heavier than 32% will not be operated.

**7. AUTOMATIC BLOCK SIGNALS:****ST. LOUIS DIVISION:**

Between M.P. 53.3 and M.P. 61.4

Between M.P. 97.9 and M.P. 102.4

Between M.P. 167.7 and M.P. 189.3

**SEDALIA DIVISION:**

Between M.P. 189.3 and M.P. 227.0

Between M.P. 227.7 and M.P. 228.8

Between M.P. 286.1 and M.P. 290.2

Between M.P. 381.5 and M.P. 386.2

Freight cut-off M.P. 382.8 and M.P. 383.5

- a. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving is displaying stop indication, train or engine will stop short of signal. If signal remains at STOP and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 Provision "P". Dispatcher will make record of information given.

If means of communication fails or dispatcher does not know that no opposing movement is involved, the train or engine may proceed, preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate proceed and track is seen to be clear, the train and engine will be governed by Rule 343 Provision "P".

- b. Automatic block signal and switch indicator rules govern movements Columbia Division trains between Columbia Division Jct. and south siding switch, McBaine, against all trains on St. Louis Division main track.

- c. Grade signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "STOP" indication, observing the 10 and 5 M.P.H. speed restrictions and other requirements of Rule 343, provision "P".

- d. Flood detector located at M.P. 184.2 affects signals 1841 and 1850. When these signals display STOP indication, trains will be governed by Rule 343 and in addition will expect to find track washed out or damaged by high water.

- e. Trains must remain back of fouling point indicated by insulated rail joints, at signals, to permit clearing signals.

- f. In automatic block signal territory, where switch indicators not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a proceed indication and to permit relining the main track switch should a train approach. This does not relieve crew from protecting their train in accordance with Rule 99.

**8. AUXILIARY SIGNALS:**

- a. At Lindale, unit displaying letter "M" located to right of emergency light, automatic block signal 2873, when lighted will be authority for southward trains to advance on main track to train order signal. Southward train order signal in 45 degree position or displaying yellow light, will cause "M" unit to be lighted and in this position indicates "STOP" for which clearance Form 117 is required.

- b. Green light below color light unit, Signal 1698, indicates train order signal, McBaine, at "PROCEED". No light indicates train order signal at "STOP".

**9. REMOTE CONTROL SWITCHES:**

- a. Both switches of sidings Griffith and Tower are electrically controlled. At these locations, inferior trains may proceed on main track to next signal, within the limits of the siding, against opposing superior trains, upon receiving "PROCEED" signal indication.

- b. North siding switch Sedalia and south siding switches Mahaney and North Clinton are handled by Towermen.

**10. SPRING SWITCHES:**

Designated by letter "S" on disc attached to switch stand below target. (Rule 104-f). Color light dwarf signal switch indicator in service, North Switch Lick, and North and South switches, Lindale. "Red" would indicate block occupied, and "Yellow" will indicate block is clear. Rule 344 applies.

**11. RAILROAD CROSSINGS:****a. SEDALIA DIVISION:**

Mahaney	M.P. 226.3,	Mo. Pac. RR., Interlocking.
Sedalia	M.P. 227.7,	Mo. Pac. RR., protected by gate; normal position against Mo. Pac. RR. When gate is normal, M-K-T trains may proceed without stopping. (Rules 98 and 556-a).
North Clinton	M.P. 265.4,	SL-SF Ry., Interlocking.
Tower	M.P. 316.7,	Mo. Pac. RR., Interlocking.
Ft Scott	M.P. 337.4,	SL-SF Ry., Stop signs. (Rule 556).
Ft. Scott	M.P. 337.6,	Mo. Pac. RR., Stop signs. (Rule 556).
Griffith	M.P. 339.1,	Mo. Pac. RR., Interlocking.
Walnut	M.P. 365.0,	AT&SF Ry., Interlocking.
Cross	M.P. 383.5,	MKT RR., Interlocking.

**b. HOLDEN DIVISION:**

Harrisonville M.P.E-297.5, Mo. Pac. RR., Electrically locked gate—normal position against MKT. Instructions posted in mechanism case. (Rule 556-a).

Harrisonville M.P.E-298.0, SL-SF Ry., Stop signs. (Rule 556).

- Paola M.P.E-329.9, Mo. Pac. RR., Electrically locked gate—normal position against MKT. Instructions posted in mechanism case. (Rule 556-a).
- Paola M.P.E-330.4, SL-SF Ry., Protected by derails against MKT, operated in connection with switches. Instructions on sign board at crossing. (Rules 98 and 104-g).

**c. MOBERLY DIVISION:**

- Moberly M.P.O- 70.5, Wabash RR., Automatic Interlocking. If signal does not clear as train approaches, and no movement approaching on Wabash tracks, member of crew will unlock switch box located in southeast angle of crossing and pull switch to "off" position, and then if no movement approaching on Wabash tracks will give proceed signal from the crossing. After train has cleared, switch must be restored to "on" position.
- Higbee M.P.O- 79.7, G. M. & O. RR., Protected by gate. Normal position against MKT. (Rule 556-a).

**12. DOUBLE TRACK:**

- a. Between Cross and North Yard, two main tracks known as "cut-off" will be used as double track and double track rules will govern unless otherwise directed.

**13. YARDS PROTECTED BY YARD LIMIT BOARDS:**

**a. ST. LOUIS DIVISION:**

New Franklin—Franklin, inclusive.

**b. SEDALIA DIVISION:**

Franklin—Boonville, inclusive.  
Sedalia  
Clinton  
Lindale  
Nevada (See Rule 2-c).  
Ft. Scott  
Parsons—North Yard—Cross.

**c. COLUMBIA DIVISION:**

Columbia

**d. MOBERLY DIVISION:**

Moberly  
New Franklin—  
Franklin

**e. HOLDEN DIVISION:**

Paola

**14. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:**

Grand River ..... M.P. 270.8.

**15. BULLETIN BOOKS LOCATED AT:**

Baden  
Yard Office  
Enginehouse

Columbia  
Telegraph Office

Franklin  
Yard Office  
Enginehouse

Sedalia  
Telegraph Office

Lindale  
Telegraph Office

Parsons  
Telegraph Office  
North Yard Office  
Crawford Avenue  
Enginehouse

Paola  
Telegraph Office

Eldorado Springs  
Passenger Station

**16. STANDARD CLOCKS LOCATED AT:**

Baden  
Telegraph Office

Lindale  
Telegraph Office

Machens  
Telegraph Office  
Columbia  
Telegraph Office  
Franklin  
Telegraph Office  
Sedalia  
Telegraph Office

Tower  
Telegraph Office  
Parsons  
Telegraph Office,  
Psgr. Sta.  
North Yard Office  
Paola  
Telegraph Office

**17. IMPAIRED CLEARANCES:**

- a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

**Division Mile Post**

- St. Louis 93.4 Bridge No. 93.4.
- St. Louis 178.9 Rocheport Tunnel.
- Sedalia 227.1-227.0 Water columns.
- Columbia V-173.4 Bridge No. V-173.4.
- Columbia V-174.2 Bridge No. V-174.2.
- All Various Swing spouts on water tanks.
- All Various All mail cranes when pouches are hung.

- b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches:

**Division Mile Post**

- St. Louis 93.4 Bridge No. 93.4.
- St. Louis 178.9 Rocheport Tunnel.
- Sedalia 255.3 Overpass.
- Holden E-284.3 Bridge No. E-284.3.
- Holden E-305.3 Bridge No. E-305.3.
- Holden E-323.6 Bridge No. E-323.6.
- Moberly O-92.7 Bridge No. O-92.7.
- Columbia V-171.6 Bridge No. V-171.6.

- c. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

**18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:**

Station	Location	End Connected	Capacity
Black Walnut	M.P. 29.9	Both	28
Cul-De-Sac	M.P. 35.2	North	4
Bangert	M.P. 41.3	South	10
Defiance	M.P. 59.1	South	10
Klondike	M.P. 64.2	Both	28
Nona	M.P. 69.5	North	5
Peers	M.P. 81.2	South	19
Wilton	M.P. 157.5	North	8
Providence	M.P. 165.3	North	15
North Boonville	M.P. 190.7	South	15
Pioneer	M.P. 307.3	South	Mine
Hollister	M.P. 347.7	South	8
Estill	M.P. O-101.5	Both	28
West Line	M.P. E-311.4	Both	6

**19. GOVERNING TIME TABLES AND RULES:**

- CB&Q Railroad Rules govern between Machens and North Market, St. Louis.
- T.R.R.A. Rules govern between North Market and Union Station, St. Louis.
- Small figures shown at St. Louis, Baden and New Franklin indicate the advertised leaving and arriving time only.

**20. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:**

St. Louis Division ...M.P. 59.1 .....Defiance

- Trains Nos. 5 and 6 will exchange mail, either from mail box or depot at:

Beaman	Portland	Peers
Pleasant Green	Bluffton	Dutzow
Wainwright	Gore	Huntsdale

**21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers unless otherwise provided.)**
**a. ST. LOUIS DIVISION:**

Train	Station
5, 6	M.P. 59.1 ..... Defiance
5, 6	M.P. 64.2 ..... Klondike
5, 6	M.P. 81.2 ..... Peers
5, 6	M.P. 93.7 ..... Gore
5, 6	M.P. 157.5 ..... Wilton

**b. HOLDEN DIVISION:**

Train	Station
57, 56	M.P. E-250 ..... Sutherland
57, 56	M.P. E-283 ..... Fenwick
57, 56	M.P. E-303 ..... Prettyman
57, 56	M.P. E-312 ..... West Line

- Nos. 5 and 6, West Alton, for passengers to or from MKT stations.

- Nos. 98 and 99 will carry passengers between Sedalia and Bryson.

**22. ENGINE WHISTLE SIGNAL CODE AT INTERLOCKING PLANTS:**
**a. CROSS:**

Sedalia to North Yard or		
North Yard to Sedalia	o	— o
Sedalia to Parsons or		
Parsons to Sedalia	o	o —

**23. WATCH INSPECTORS:**

St. Louis,	American Railroad Time Service, 720 Olive St. ....
	R. P. Wiggins and Co., 123 No. 18th St. ....
	Chas. F. Schmidt, 8328 Halls Ferry Road .....
Boonville,	Gmelich & Schmidt Jewelry Co. ....
Columbia,	J. A. Buchroeder .....
Holden,	O. T. Miller .....
Nevada,	Woodfill Jewelry Co., 110 E. Cherry St. ....
Parsons,	Pfeiffer Jewelry Co. ....
	F. G. Winkler .....
Paola,	Paola Jewelry Co. ....
Sedalia,	Zurcher Jewelry Co., 231 S. Ohio St.

**24. ABBREVIATIONS:**

W—Water
T—Turntable
S—Track Scales
Y—Wye
P—Telephone
C—Coal
O—Oil
D—Day Telegraph Office only
N—Day and Night Telegraph Office
NO—Night Telegraph Office only
M.P.H.—Miles per hour.

**a. ABBREVIATIONS IN CONNECTION WITH M.P. LOCATIONS:**

E—Holden Division
F—Eldorado Division
O—Moberly Division
V—Columbia Division.

TONNAGE RATINGS

LOCOMOTIVES		DIESEL		STEAM									
		3000 HP	4500 HP	64% Booster		64%		57%		32%			
FROM	TO			Adjustment	Rating No.	Rating No.	Rating No.	Rating No.					
				Tons	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	
Baden.....	Franklin.....	3900	5845	10	3400	85	3050	79	2800	75	1500	45	
West Alton.....	Franklin.....			12	4350	109	4350	109	3780	95	2000	50	Excess
Franklin.....	Baden.....	5590	5780	10	4150	104	3600	90	3300	83	1500	45	
Franklin.....	West Alton.....			12	4600	115	4600	115	3780	95	2000	50	
Franklin.....	Sedalia.....	2390	3560	4	1950	47	1650	41	1500	38	840	21	
Sedalia.....	Franklin.....	2430	3640	5	2220	56	1850	46	1665	42	900	23	
Sedalia.....	Parsons.....	2830	4250	6	3000	75	2625	65	2375	60	1400	35	
Sedalia.....	Ft. Scott.....	3370	5000	8	3660	92	3050	76	2700	67	1470	37	Excess
Parsons.....	Sedalia.....	3270	4900	6	3250	83	2850	72	2450	66	1200	38	
Nevada.....	Sedalia.....	3500	5080	8	3600	90	3000	75	2700	67	1510	38	Excess
Franklin.....	Moberly.....			5					1730	43	1000	25	
Moberly.....	Franklin.....			5					1730	43	1000	25	
Moberly.....	Fayette.....			9					2600	65	1500	38	Excess
McBaine.....	Columbia.....			4							1000	25	
Columbia.....	McBaine.....			4							1200	30	
Bryson.....	Paola.....			4							770	20	
Bryson.....	Holden.....			5							1200	30	Excess
Paola.....	Bryson.....			4							880	22	
Holden.....	Bryson.....			6							1300	33	Excess
Walker.....	Eldo. Spgs.....			5							880	22	
Eldo. Spgs.....	Walker.....			5							1000	25	

Ratings are for trains containing number of cars listed. For each additional car deduct from rating, or for each car less, add to rating the amount shown in adjustment column to give correct rating for trains of varying length.

When actual weight of load not obtainable, use following tonnage figures.

	Weight of Car & Contents	Wt. of Freight
Carload perishable under ice.....	45 tons	16 tons
Carload perishable not under ice...	42 tons	16 tons
Refgrs. loaded with LCL mdse.....	35 tons	8 tons
Other cars with LCL mdse.....	30 tons	8 tons
Live stock .....	37 tons	15 tons
Live poultry .....	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

Use following tonnage for tare weights on system cars:

	Tons
1. Caboose:	
341 to 350 incl.....	27
361 to 370, 796 to 820 incl.....	25
375 and 524 to 591 incl.....	18
411 to 523, 700 to 795, 871 to 907 incl.....	21
821 to 870 incl.....	22
2. Auto Cars	Tons
60001 to 60100 incl.....	26
61001 to 62100 "	30
63000 to 63025 "	31
45000 Series .....	27
46000 "	30

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

3. Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000 incl.....	22
80001 to 80494 "	25
79001 to 79157, 95000 to 96499 incl.....	23
4. Coal and Hopper Cars	Tons
23000 to 25380 incl.....	17
32000 to 33499 "	20
41000 to 41500 "	24
43001 to 43500 "	21
40001 to 40050 "	26
40500 to 40700 "	30
40801 to 40950 "	25

5. Flat Cars	Tons
13000 to 13139, 113000 to 113120 incl.....	21
13201 to 13500 incl.....	19

6. Stock Cars	Tons
47000 to 47500 incl.....	22

7. Tank Cars	Tons
116000 to 117019 incl.....	22

8. For loaded and empty stock cars, add two tons for bedding.

## EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. R. S. Kieffer, Chief Surgeon, 1831 Ry. Exchange Bldg.,  
St. Louis, Mo.

STATION	NAME
St. Louis, Mo.....	Dr. V. B. Kieffer, Divn. Surgeon, 402 Lister Bldg. ....
	Dr. D. J. Verda, Consulting Surgeon, 402 Lister Bldg. ....
	Dr. Olney A. Ambrose, Gastroenterologist, 4660 Maryland .....
	Dr. M. F. Engman, Dermatologist, Beaumont Medical Bldg. ....
	Dr. M. F. Engman, Jr., Dermatologist, Beaumont Medical Bldg. ....
	Dr. E. P. Weber, Dermatologist, Beaumont Medical Bldg. ....
	Dr. J. P. Murphy, Ear, Nose & Throat, Lister Bldg. ....
	Dr. F. C. Sullivan, Oral Surgeon, Railway Exchange Bldg. ....
	Dr. Vincent L. Jones, Oculist, 634 N. Grand Blvd. ....
	Dr. Clyde P. Dyer, Oculist, Metropolitan Bldg. ....
	Dr. Harvey D. Lamb, Oculist, Missouri Theatre Bldg. ....
	Dr. William Harold Bailey, Ophthalmologist, Missouri Theatre Building.....
	Dr. Roland M. Klemme, Neurological Surgeon, 4952 Maryland Ave. ....
	Dr. Leland Alford, Neurologist, University Club Bldg. ....
	Dr. Leo Bartels, Urologist, Frisco Bldg....
	Dr. Wm. B. Kountz, Consulting Cardiologist, Lister Bldg. ....
	Dr. George F. Rendleman, Local Surgeon, 933 Arcade Bldg. ....
	Dr. Stefano Vivona, Local Surgeon, 933 Arcade Bldg. ....
	Dr. John Patrick Murphy, Consulting Orthopedic Surgeon, Missouri Theatre Bldg....
	*Dr. W. A. Younge, Local Surgeon, 2337 Market St. ....
	*Dr. Edward L. Grant, Oral Surgeon, 11 N. Jefferson .....
N. St. Louis, Mo.....	Dr. H. F. Miller, 8410 N. Broadway.....
Sedalia, Mo.....	Dr. M. P. Shy, Consulting Surgeon, 111 W. Fourth Street .....
	Dr. J. W. Boger, Local Surgeon.....
	Dr. J. B. Carlisle, Division Surgeon, 314 S. Ohio Street .....
	Dr. B. E. Broaddus, Oral Surgeon.....
	Dr. W. E. Pearl, Oral Surgeon .....
	Dr. C. H. Brady, Oculist.....
Parsons, Ks.....	Dr. N. C. Morrow, Divn. Surgeon, M.K.T. Hospital .....
	Dr. J. D. Pace, Asst. Division Surgeon.....
	Dr. A. C. Baird, Division Surgeon, M.K.T. Hospital .....
	Dr. T. D. Blasdel, Oculist.....

STATION	NAME
	Dr. J. E. Lightfoot, Oral Surgeon .....
	Dr. G. K. Geissmann, Oral Surgeon.....
Augusta, Mo.....	Dr. Wm. C. Schmidt.....
Appleton City, Mo.....	Dr. A. L. Hansen.....
Boonville, Mo.....	Dr. T. C. Beckett, Division Surgeon.....
	Dr. W. E. Stone.....
	Dr. G. W. Winn.....
	Dr. F. L. Shields, Oral Surgeon.....
Clinton, Mo.....	Dr. G. S. Walker.....
Columbia, Mo.....	Dr. Frank G. Nifong, Consulting Surgeon
	Dr. Edwin C. Schmidtke.....
	Dr. Karl D. Dietrich.....
	Dr. C. R. Bruner, Oculist.....
Eldorado Springs, Mo...	Dr. J. W. Dawson.....
Fayette, Mo.....	Dr. W. A. Bloom.....
	Dr. Wm. J. Shaw.....
Fort Scott, Ks.....	Dr. C. F. Young.....
	Dr. J. R. Newman.....
	Dr. W. T. Wilkening.....
Hermann, Mo.....	Dr. Howard Workman.....
	(Serves McKittrick, Mo.)
Holden, Mo.....	Dr. Kelly Rawlins.....
Harrisonville.....	Dr. H. B. Neis .....
Jefferson City, Mo.....	Dr. Hugh W. Maxey.....
	Dr. James Stewart .....
Marthasville, Mo.....	Dr. H. H. Schmidt.....
McBaine, Mo.....	Dr. F. B. Williamson.....
Moberly, Mo.....	Dr. J. Will Fleming Jr.....
Mokane, Mo.....	Dr. W. H. Williamson.....
Montrose, Mo.....	Dr. W. E. Baggerly.....
New Franklin, Mo.....	Dr. G. L. Chamberlain.....
Nevada, Mo.....	Dr. F. L. Martin.....
	Dr. W. S. Love.....
	Dr. R. B. Wray.....
Pilot Grove, Mo.....	Dr. Chas. Sandy.....
Paola, Ks.....	Dr. P. A. Pettitt.....
Rhineland, Mo.....	Dr. O. R. Rauschelbach.....
St. Charles, Mo.....	Dr. Calvin Clay.....
Windsor, Mo.....	Dr. H. M. Wall.....

\*For colored employes only.

**RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHTS.**

Headlight on Diesel engines in road service must be burning dimly during daylight hours except will be extinguished when train turns out to meet another, and has stopped clear of main track.

Unless authorized, Diesel-electric locomotives should not be operated, either by towing or using traction motors for power,

through water having a depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth over top of rail
Passenger (36-inch wheels) .....	3 inches
Freight (40-inch wheels) .....	5 inches
Switch (40-inch wheels) .....	5 inches
Rail Cars (M-11 and M-12) (36-inch wheels) .....	3 inches
Maximum speed in all cases shall not exceed 3 mph.	

**SPEED TABLE**

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

