

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

NORTHERN DISTRICT

FIRST

EMPLOYEES' TIME TABLE NO. 17-E



17-E

Effective Sunday, August 20, 1939

17-E

At 12:01 O'clock A. M. Central Standard Time

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

C. W. WATTS,

Superintendent

J. H. LITTLE,

Superintendent of Transportation

F. W. GRACE,

Vice-President and General Manager

THIRD CLASS			FIRST CLASS	Distance From St. Louis	Time Table No. 17-E Effective 12:01 A. M. August 20, 1939	Station Numbers	Car Capacity Siding Fuel Water Turn Table Telephone Track Scales Wye	FIRST CLASS		THIRD CLASS	
71 Bullet Daily	75 Katy Klipper Daily	73 Fast Freight Daily	5 Katy Flyer Daily					6 Katy Flyer Daily	74 Katy Packer Daily	76 Rocket Daily	
				11.55PM	0.0	ST. LOUIS		7.30AM			
8.00PM	1.00PM	12.20AM			8.7	N LV. BADEN	WTSCO Yard		8.45PM	5.00AM	
8.40PM	1.35PM	1.10AM		12.37AM	26.9	N LV. MACHENS	108 WP	6.30AM	7.45PM	3.40AM	
9.50	1.44	1.25		12.44	32.1	MARSAIS CROCHE	124 P	6.20	7.22	3.27	
9.03	1.56	1.45		12.56	39.2	N ST. CHARLES	150 WP	6.10	7.12	3.10	
9.17	2.10	2.11		1.08	47.1	SEIB	122 P	5.52	6.59	2.52	
9.30	2.24	2.35	76	1.19	54.6	HAMBURG	125 P	5.39	6.46	2.35	78
9.41	2.35	2.47		1.29	60.7	MATSON	92 WP	5.27	6.37	2.20	
9.52	2.45	2.57		1.39	66.4	D AUGUSTA	122 P	5.15	6.27	2.07	
10.07	2.58	3.10		1.50	74.0	DUTZOW	92 P	5.03	6.14	1.50	76
10.14	3.05	3.17		1.56	77.9	D MARTHASVILLE	124 P	4.54	6.07	1.35	
10.27	3.18	3.28		2.07	84.8	D TRELOAR	47 P	4.40	5.56	1.22	
10.35	3.25	3.36		2.13	88.9	BERNHEIMER	118 P	4.31	5.49	1.14	
10.44	3.34	3.44		2.19	93.7	GORE		4.21	5.39	1.05	
10.50	3.40	3.51		2.24	97.0	CASE	59 P	4.15	5.33	12.58	
11.05	3.55	4.07	6	2.35	100.7	N MCKITTRICK	125 WYCO	4.07	5.25	12.50	
11.14	4.03	4.30		2.44	104.9	D RHINELAND	74 P	3.55	5.07	12.35	
11.25	4.13	4.46		2.54	110.8	BLUFFTON	111	3.45	4.56	12.24	
11.35	4.23	4.59		3.03	116.0	PORTLAND	72 P	3.35	4.46	12.14	
11.45	4.35	5.12	74	3.12	121.4	STEEDMAN	66 P	3.25	4.35	12.01	76
11.52	4.40	5.22	76	3.18	125.1	D MOKANE	150 WP	3.18	4.30	11.52	71
12.03	4.50	5.35		3.28	131.2	D TEBBETTS	123 P	3.06	4.20	11.40	
12.16	5.01	5.50		3.37	137.6	WAINWRIGHT	124 P	2.55	4.09	11.27	
12.27	5.10	6.03		3.47	143.3	NO NORTH JEFFERSON	47 P	2.45	4.00	11.16	
12.33	5.15	6.10		3.52	146.3	BOUGHNER	124 P	2.40	3.56	11.10	
12.46	5.27	6.26		4.04	153.5	D HARTSBURG	154 P	2.26	3.45	10.55	
1.02	5.42	6.45		4.19	162.4	EASLEY	118 P	2.10	3.31	10.39	
1.14	5.55	7.02		4.37	169.5	N McBAINE	77 WP	1.59	3.20	10.25	
					169.8	Columbia Branch Jet.					
1.19	5.59	7.07		4.41	171.7	HUNTSDALE	124 P	1.46	3.16	10.20	
1.36	6.10	7.20		4.51	178.4	D ROCHEFORT	58 P	1.36	3.04	10.07	71
1.48	6.17	7.30		4.57	181.9	LLOYDS	124 P	1.30	2.58	9.59	
2.05	6.25	8.00		5.07	188.3	NEW FRANKLIN		1.20	2.46	9.48	
					188.8	Moberly Div. Jet.					
2.10AM	6.30PM	8.30AM		5.15AM	189.1	N Arrive FRANKLIN Leave FR	WTSYCO Yard	1.15AM	2.45PM	9.45PM	
71	75	73		5				6	74	76	
29.5	35.0	22.1		35.0	189.1	Average speed per hour		35.9	32.4	27.4	

Southward Trains

SEDALIA DIVISION

Northward Trains

Table with 18 columns: 55, 97, 95, 75, 73, 71, 5, Distance from St. Louis, Time Table No. 17-E, Station Number, Car Capacity, 6, 74, 76, 94, 96, 54. Includes Southward and Northward train schedules.

FOURTH CLASS	THIRD CLASS				Distance from Kansas City	Time Table No. 17-E Effective 12:01 A. M. August 20, 1939	Car Capacity Sliding Seat, Water, Turb. Table, Telephone, Track, Scales, Wye	FIRST CLASS				SECOND CLASS
	93 Way Tues. Thurs. Saturday	275 Fast Freight Daily	273 Fast Freight Daily	271 Fast Freight Daily				277 Fast Freight Daily	25 Katy Flyer Daily	27 Bluebonnet Daily	23 Katy Limited Daily		11 Mo. Pac. Passenger Daily	37 Passenger Daily
						STATIONS						
						KANSAS CITY Leave						
	10.00PM	8.00PM	9.15AM	5.00AM	2.6	Leave GLEN PARK	WTSICO Yard P	8.30AM	5.30PM	10.10PM		
						Joint Track with S.L.-S.F. Ry						
9.30AM	11.15PM	9.15PM	10.30AM ²⁷⁰	6.15AM ²⁸	43.1	N Lv. PAOLA Lv. PH	WICO Yard P	9.25AM	6.25PM	11.05PM	10.39PM	
					43.4	Mo. Pac. Junction Interlocker					A 10.40PM	
9.32	11.18	9.18	10.33	6.18	43.5	SOUTH PAOLA	54	9.30	6.28	11.10		
9.37	11.25	9.25	10.40	6.25	46.5	KOCH	103 P	9.34	6.33	11.15		
9.47	11.31	9.31	10.46	6.31	50.7	BANGOR	P	9.39	6.38	11.21		
10.07 ²⁷⁰	11.40	9.40	10.55	6.41	54.6	D BRAGLE B	91 P	9.46	f 6.44 ²⁷⁰	11.28		See Special Rule 1-c.
10.25	11.52	9.52	11.07	6.55	61.6	N PARKER H	95 F	9.55 ²⁷⁰	f 6.54 ⁹²	11.38		
10.35	11.57	9.57	11.12	7.01	64.6	GOODRICH	8 P	9.59	f 6.58	11.42		
10.45	12.02PM	10.02	11.17 ²⁷⁴	7.05	66.8	FINLAY	126 F	10.03	7.02	11.46		
11.03 ²⁷⁴	12.07	10.07	11.22	7.11	70.0	D CENTERVILLE C	39 WP	10.07	s 7.06	11.50		
11.10	12.13	10.13	11.27	7.17	72.7	OAKWOOD	32 P	10.12	7.11	11.54		
11.34 ^{24 271}	12.18 ²⁷²	10.18	11.34 ^{24 93}	7.22	75.3	VANCE	122 P	10.16	7.16	11.59 ²⁷²		
11.50	12.23	10.23	11.45	7.29	78.5	SELMA	12 P	10.20	f 7.20	12.03AM		
12.01PM	12.30	10.30	11.55	7.36	82.8	N KINGAID KI	94 F	10.25 ²⁷⁴	s 7.25	12.08		
12.20	12.42	10.42	12.07PM	7.46	87.0	MILDRED	103 P	10.30	f 7.33	12.13		
12.30	12.47	10.47	12.12	7.50	89.0	BAYARD	39 P	10.33	f 7.36	12.16		
12.45 ²⁷⁰	1.02	11.02 ²⁷²	12.24	8.10 ²⁷⁰	94.7	MORAN	E W 47 W 93 Yard	10.40	s 7.45	12.23		
					94.8	N MORAN TOWER MN						
4.25	1.10	11.10	12.34	8.17	99.0	Mo. Pac. Interlocker						
4.35	1.18	11.18	12.42 ⁹²	8.25	103.4	ARDEN	60 P	10.47 ²⁴	7.52 ²⁶	12.29		
4.45	1.24	11.24	12.47	8.31	106.4	D ELSMORE UN	95 P	10.54	f 8.01	12.34		
4.53	1.32	11.32	12.54	8.37	110.4	D SAVONBURG SG	106 P	10.58	f 8.08	12.38		
4.58	1.36	11.36	12.58	8.41	112.6	STARK	26 P	11.03	f 8.15	12.43		
					112.6	KIMBALL	96 P	11.06	f 8.19	12.46		
					119.9	N N. E. TOWER NE						
5.15	1.49	11.49	1.10	8.52	120.6	A.T.&S.F. Interlocker						
5.25	1.57	11.57	1.19	9.00	126.3	ERIE	N S 69 95 P	11.15 ⁹²	s 8.29	12.55		
5.33	2.05	12.05AM	1.27	9.07 ²⁷⁴	130.6	HERTHA	39 P	11.22	f 8.40	1.02		
5.38	2.12	12.15	1.35	9.20	133.7	DUDLEY	97 P	11.27	8.46	1.07		
5.50PM	2.30PM	12.35PM	1.45PM	9.30AM	136.2	N MKT CROSS Interlocker XO		11.31	8.50	1.11		
					136.8	Arrive NORTH YARD	WTSICO Yard P	11.35	8.54	1.15		L 6.20PM
93	275	273	271	277		N-DS PARSONS GO Arrive	Yard	11.40AM	9.00PM	1.20AM		6.25PM
19.3	28.6	27.9	28.6	28.6		136.03		25	27	23	11	37
						Average speed per hour		41.6	36.3	41.6	17.6	7.2

Automatic Block Signals

No. 37 is superior to No. 24



Northward Trains

KANSAS CITY DIVISION

Northward Trains

SECOND CLASS		FIRST CLASS				Time Table No. 17-E		THIRD CLASS					FOURTH CLASS
38 Passenger		12 Mo. Pac. Passenger	26 Katy Flyer	24 Katy Limited	28 Bluebonnet	Effective 12:01 A. M. August 20, 1939	Station Numbers	270 Fast Freight	274 Katy Packer	276 Rocket	272 Fast Freight	92 Way	
Daily		Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Mon. Wed. Friday	
			10.10PM	1.35PM	7.15AM	Arrive KANSAS CITY	A 0						
						GLEN PARK Arrive	A 8	12.01PM	1.30PM	9.00PM	3.00AM		
		6.40AM	9.10PM	12.35PM	6.15AM 271	Joint Track with S.L.-S.F. By. 40.5							
		L 6.39AM				N Ar. PAOLA Ar. PD	A 43	10.30AM 271	12.01PM	7.25PM	1.45AM	8.00PM	
						Mo. Pac. Junction Interlocker							
			9.05	12.30	6.12	SOUTH PAOLA	A 44	10.28	11.59	7.15	1.35	7.45	
			9.01	12.26	6.08	KOCH	A 47	10.22	11.55	7.05	1.25	7.40	
			8.56	12.20	6.03	BANGOR	A 50	10.14	11.47	6.55	1.15	7.30	
			8.50	12.13PM	5.57	BEAGLE	B 55	10.07 93	11.42	6.44 27	1.05	7.20	
		See Special Rule 1-c.	8.42	11.59	5.49	PARKER	H 62	9.55 25	11.30	6.12	12.50	6.54 27	
			8.37	11.53	5.45	GOODRICH	A 65	9.30	11.22	5.55	12.40	6.15	
			8.34	11.49	5.42	FINDLAY	A 67	9.18	11.17 271	5.45	12.35	6.08	
			8.30	11.43	5.38	CENTERVILLE	A 70	9.01	11.03 93	5.35	12.28	6.01	
			8.27	11.38	5.34	GARWOOD	A 73	8.55	10.58	5.28	12.23	5.42	
			8.24	11.34 80	5.30	VANCE	A 75	8.50	10.51	5.15	12.18 276	5.35	
			8.20	11.29	5.26	SELMA	A 79	8.44	10.40	5.02	11.38	5.25	
			8.15	11.21	5.21	KINCAID	KI 83	8.35	10.25 25	4.50	11.30	5.15	
			8.10	11.11	5.15	MILDRED	A 87	8.25	10.14	4.36	11.20	4.45	
			8.07	11.05	5.12	BAYARD	A 89	8.20	10.10	4.29	11.15	4.35	
			8.00	10.57	5.05	MORAN	A 95	8.10 277	10.02	4.15 92	11.02 273	4.25 276	
						MORAN TOWER	MN						
						Mo. Pac. Interlocker							
			7.52 27	10.47 25	4.57	ARDEN	A 99	7.50	9.55	4.00	10.40	12.55	
			7.45	10.39	4.51	ELSMORE	UN 103	7.40	9.48	3.50	10.30	12.42 271	
			7.41	10.33	4.47	SAVONBURG	SG 106	7.30	9.43	3.40	10.20	12.20PM	
			7.36	10.25	4.42	STARK	A 110	7.20	9.37	3.27	10.11	11.59	
			7.33	10.21	4.39	KIMBALL	A 113	7.12	9.34	3.20	10.07	11.45	
						N. E. TOWER	NE						
						A.T.&S.F. Interlocker							
			7.22	10.09	4.27	ERIE	A 121	6.48	9.20	2.55	9.50	11.15 25	
			7.15	10.01	4.20	HERTHA	A 126	6.35	9.13	2.40	9.38	10.45	
			7.10	9.56	4.15	DUDLEY	A 131	6.25	9.07 277	2.25	9.30	10.35	
			7.06	9.51	4.11	N MKT CROSS Interlocker XO	A 133	6.15	8.55	2.15	9.22	10.25	
			7.02	9.47	4.07	NORTH YARD Leave	386	6.00AM	8.45AM	2.00PM	9.15PM	10.15AM	
A 5.50AM			7.00PM	9.45AM	4.05AM	N Leave PARSONS	DS GO 387						
5.45AM													
38		12	26	24	28	156.03		270	274	276	272	92	
7.2		17.6	43.2	33.1	43.2	Average speed per hour		20.7	26.6	17.5	20.7	16.7	

No. 37 is Superior to No. 24



FOURTH CLASS		SECOND CLASS		Distance From Parsons	Time Table No. 17-E Effective 12:01 A. M. August 20, 1939		Station Numbers	Car Capacity Siding Fuel Water Turn Table Track Scales Wye	SECOND CLASS		FOURTH CLASS	
91 Way Tues., Thurs. Saturday		37 Passenger Daily			Leave D	Arrive TY			38 Passenger Daily		90 Way Monday, Wed. Friday	
5.30AM		12.35PM		106.8	Leave D	Arrive TY	B 157	WYCO Yard	11.50AM	4.45PM		
f 5.45		f 12.45		151.8	JUNCTION CITY		B 152	29	f 11.35	f 4.25		
f 6.10		s 1.02		143.8	WEEFORD		B 144	17	s 11.16	f 3.57		
				137.9	NO WHITE CITY TOWER C. R. L. & F. Interlocker		WY					
s 6.35		s 1.18		137.6	D	WHITE CITY	B 138	25	s 11.01	s 3.35		
f 6.50		s 1.28		132.6	D	PARKEVILLE	B 133	15	s 10.47	f 3.15		
6.59		f 1.33		130.1	B	SYLVAN PARK	B 130	12	f 10.41	3.05		
f 7.10		s 1.38		127.1	B	DOWNING	B 127	20	s 10.34	f 2.50		
s 7.40		s 1.53		129.0	D	COUNCIL GROVE	B 120	45 W	s 10.17	s 2.25		
				119.9	N	COUNCIL GROVE TOWER Mo. Pac. Interlocker	CO					
f 8.01		f 2.02 90		116.0	B	HOUCKE	B 116	20	f 10.02	2.02 37		
f 8.17		s 2.12		111.4	D	DUNLAP	B 112	22	s 9.51	f 1.30		
f 8.40		s 2.28		103.9	D	AMERICUS	B 104	58	s 9.34	f 12.59		
s 9.15 38 9.59		s 2.47		95.2	D	EMPORIA	B 96	28	s 9.15 91	s 12.25PM		
				94.9	N	EMPORIA JUNCTION A.T.&S.F. Interlocker	X					
f 10.25		f 3.01		89.0	B	WYCKOFF	B 88	20	f 8.54	f 11.25		
f 10.50		s 3.17		81.8	D	HARTFORD	B 82	40	s 8.40	f 11.01		
f 11.10		s 3.30		75.5	B	STRAWN	B 76	25	s 8.29	f 10.40		
s 11.40		s 3.46		67.8	D	BURLINGTON	B 68	28	s 8.16	s 10.20		
				67.5	A. T. & S. F. Crossing							
11.55		f 3.56		63.6	B	BRISTOL	B 64	17	f 8.05	9.59		
12.10PM		f 4.06		58.9	B	Mo. Pac. RICHEY Gate Crossing	B 59		f 7.55	9.40		
f 12.22		s 4.14		55.1	N Mo. Pac.	MOODY Interlocker MO	B 55	28	s 7.47	f 9.30		
f 12.37		s 4.24		49.8	D	NEOSHO FALLS	B 50	20 W	s 7.36	s 9.10		
s 1.10		s 4.34		44.2	D Mo. Pac.	PIQUA Gate Crossing G	B 45	50 Y	s 7.24	s 8.50		
f 1.40		s 4.52		35.1	D	HUMBOLDT	B 35	50 Y	s 7.04	s 8.10		
f 2.01		f 5.02		30.5	B	PETROLIA	B 31	17	f 6.54	f 7.40		
				26.8	A. T. & S. F. Gate Crossing							
s 3.15		s 5.17		25.9	D	CHANUTE	B 26	60 SW	s 6.43	s 7.20		
				23.7	A. T. & S. F. Gate Crossing							
f 3.50		s 5.40		16.9	B	URBANA	B 17	18	s 6.23	f 6.50		
f 4.15		s 5.57		10.5	D	GALESBURG	B 11	80	s 6.10	f 6.30		
4.30		6.08		5.1	B	LADORE	B 5	9	5.59	6.15		
				1.1	M. K. T. Crossing							
5.00PM		6.20PM		0.6	Arrive	NORTH YARD	386	Yard	5.50PM	6.00PM		
		6.25PM		0.0	Arrive DS	PARSONS	387		5.45PM			
91		37		156.8	Average speed per hour				38	90		
13.6		26.9							25.8	14.5		

SPEED TABLE

Speed Per Hour Miles	Time of Performance		
	1/4 Mile M S	1/2 Mile M S	1 Mile M S
10	1 30	3 0	5 00
11	1 21	2 43	5 27
12	1 15	2 30	5 00
13	1 09	2 18	4 37
14	1 04	2 08	4 17
15	1 00	2 00	4 00
16	0 56	1 52	3 45
17	0 52	1 46	3 31
18	0 50	1 40	3 20
19	0 47	1 34	3 09
20	0 45	1 30	3 00
21	0 42	1 25	2 51
22	0 40	1 21	2 43
23	0 39	1 18	2 36
24	0 37	1 15	2 30
25	0 36	1 12	2 24
26	0 34	1 09	2 18
27	0 33	1 06	2 13
28	0 32	1 04	2 08
29	0 31	1 02	2 04
30	0 30	1 00	2 00
31	0 29	0 58	1 56
32	0 28	0 56	1 52
33	0 27	0 54	1 49
34	0 26	0 53	1 45
35	0 25	0 51	1 42
36	0 25	0 50	1 40
37	0 24	0 48	1 37
38	0 23	0 47	1 34
39	0 23	0 46	1 32
40	0 22	0 45	1 30
41	0 21	0 43	1 27
42	0 21	0 42	1 25
43	0 20	0 41	1 23
44	0 20	0 40	1 21
45	0 20	0 40	1 20
46	0 19	0 39	1 18
47	0 19	0 38	1 16
48	0 18	0 37	1 15
49	0 18	0 36	1 13
50	0 18	0 36	1 12
51	0 17	0 35	1 10
52	0 17	0 34	1 09
53	0 17	0 34	1 08
54	0 16	0 33	1 07
55	0 16	0 32	1 06
56	0 16	0 32	1 05
57	0 15	0 31	1 04
58	0 15	0 31	1 03
59	0 15	0 30	1 02
60	0 15	0 30	1 00

Neosho Division Train and Enginemen will be governed by Kansas City Division Time Table between Parsons and North Yard.



Southward Trains		HOLDEN DIVISION		Northward Trains		
FOURTH CLASS		Distance	Time Table No. 17-E		FOURTH CLASS	
57		From	Effective 12:01 A. M.		56	
Mixed		St. Louis	August 20, 1939		Mixed	
Daily Except Sunday			STATIONS		Daily Except Sunday	
12.01PM	243.8	D Leave	BRYSON	Arrive KC	244	11.45AM
			6.2			
11.24	250.0		SUTHERLAND		E 6	11.19
12.46	255.7	D	LEKTON	B	E 12	10.59
			3.1			
11.55	258.8		POST OAK	E	E 15	10.49
1.21	264.7	D	CHILHOWEE	CW	E 21	10.29
			5.9			
1.41	269.4		MAGNOLIA	E	E 26	10.14
			4.7			
2.06	276.2	D	HOLDEN	HN	E 32	9.46
2.45	287.0		GUNN CITY	E	E 43	9.08
			19.3			
2.57	290.7	D	EAST LYNNE	YN	E 48	8.55
			3.7			
			Mo. Pac. Interlocker			
3.25	297.5	D	HARRISONVILLE	RO	E 55	8.29
			0.9			
	298.0		S.L.-S.F. Crossing			
			K. C. C. & S. Crossing			
			8.8			
3.59	306.8	D	FREEMAN	RA	E 63	7.53
			4.9			
4.17	311.4		WEST LINE	E	E 68	7.35
			5.4			
4.40	316.8	D	LOUISBURG	UN	E 73	7.18
			5.8			
4.55	322.6		SOMERSET	E	E 78	6.55
			7.3			
	329.9		Mo. Pac. Gate Crossing			
			0.2			
5.10	330.1		PAOLA "A"	POE	E 86	6.35
			8.3			
	336.4		S.L.-S.F. Crossing			
			0.1			
5.15PM	336.8	N Arrive	PAOLA "D" Leave PD	A	43	6.30AM
			86.7			
57						56
16.6			Average speed per hour			16.6

Southward Trains		ELDORADO BRANCH		Northward Trains		
FOURTH CLASS		Distance	Time Table No. 17-E		FOURTH CLASS	
53		From	Effective 12:01 A. M.		52	
Mixed		St. Louis	August 20, 1939		Mixed	
Daily Except Sunday			STATIONS		Daily Except Sunday	
11.10AM		Leave	NEVADA	Arrive	317	8.00AM
			7.8			
			Via Sedalia Division			
11.35AM	309.3	D Leave	WALKER	Arrive WR	309	7.35AM
			2.5			
11.42	311.8		HANBLEY	F	3	7.28
			4.3			
12.02PM	316.1		DEDERICK	F	7	7.13
			7.1			
12.25PM	323.2	Arrive	EL DORADO SPRINGS	Leave	F 14	6.45AM
			21.8			
53						52
16.7			Average speed per hour			16.7

Eldorado Branch train and enginemen will be governed by Sedalia Division Time Table between Walker and Nevada.

Southward Trains		COLUMBIA BRANCH		Northward Trains				
FOURTH CLASS		Distance	Time Table No. 17-E		FOURTH CLASS			
65		From	Effective 12:01 A. M.		66			
Mixed		St. Louis	August 20, 1939		Mixed			
Daily			STATIONS		Daily			
3.45AM	1.10M	178.2	D Leave	COLUMBIA	Arrive CU	AB 9	2.30M	5.10M
				3.0				
3.56	1.21	175.3		LIMERICK	AB	6	2.22	5.02
				1.7				
4.00	1.25	173.6		TUNNER	AB	4	2.18	4.58
				1.9				
4.06	1.31	171.7		BRUSHWOOD	AB	2	2.13	4.53
				1.2				
4.10	1.35	170.5		DANIEL	AB	1	2.09	4.49
				1.0				
4.20M	1.45M	169.5	N Arrive	McBAINE	Leave AN	170	2.05M	4.45M
				8.8				
65							66	64
15.1				Average speed per hour			21.1	21.1

No. 63 is Superior to No. 66.
No. 65 is Superior to No. 64.

Southward Trains		MOBERLY DIVISION		Northward Trains		
FOURTH CLASS		Distance	Time Table No. 17-E		FOURTH CLASS	
51		From	Effective 12:01 A. M.		50	
Mixed		St. Louis	August 20, 1939		Mixed	
Daily Except Sunday			STATIONS		Daily Except Sunday	
10.00AM	234.1	D Leave	MOBERLY	Arrive MF	O 70	8.30M
			0.7			
	234.4		Wabash Crossing			
			(Automatic Interlocking Signals)			
			9.1			
10.35	214.4	D	HIGBEE	H	O 79	7.35
			0.1			
			Alton Railroad Gate Crossing			
			8.4			
10.55	205.9		BURTON	O	88	7.05
			6.7			
11.30	199.3	D	FAYETTE	FD	O 95	6.45
			1.8			
11.55	191.4		ESTILL	O	102	6.15
			2.3			
12.15PM	189.1	N	FRANKLIN	FR	189	6.05
			Moberly Div. Jct.			
			0.8			
12.25PM	188.3	Arrive	NEW FRANKLIN	Leave	188	6.00M
			35.8			
51						50
14.8			Average speed per hour			14.3

Southward Trains		IOLA BRANCH		Northward Trains		
FOURTH CLASS		Distance	Time Table No. 17-E		FOURTH CLASS	
59		From	Effective 12:01 A. M.		60	
Mixed		Kansas City	August 20, 1939		Mixed	
Daily Except Sunday			STATIONS		Daily Except Sunday	
1.15PM	94.7	Leave	MORAN	Arrive	A 95	3.45PM
			7.5			
1.35	102.1		LA HARPE	T	7	3.15
			5.4			
1.45	104.5		GAS	T	10	2.59
			3.4			
1.59PM	107.9	D Arrive	IOLA	Leave OA	T 14	2.15PM
			13.2			
59						60
18.0			Average speed per hour			8.8

No. 59 is Superior to No. 60.

SPECIAL INSTRUCTIONS

1. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

1-a. No. 65 is superior to No. 64. No. 63 is superior to No. 66. No. 53 is superior to No. 60. No. 37 is superior to No. 24.

1-b. On Sedalia Division, trains No. 54 and No. 55 more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can therefore proceed only as authorized by train order.

1-c. On Kansas City Division, Mo. Pac. trains No. 11 and No. 15 more than thirty minutes behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by special instruction, Rule 2.

1-d. Third and fourth class trains, extra trains, and yard engines will clear first class trains at least ten minutes.

1-e. Double track rules apply on cut-off between Cross and the freight yards, North Yard, unless otherwise directed.

1-f. Movements against current of traffic between North Yard and Cross will be directed by the Yard Master.

1-h. First class trains taking siding to meet first class trains at New Franklin use house track west of main track and at Franklin use old Moberly main and short "wye" track.

1-i. Sedalia siding north switch just south Missouri Pacific Interlocker and South Switch at 10th Street.

1-j. Track at Bangor is south end connected, holds 20 cars.

1-k. Time table and train order restrictions at Erie apply at the North siding unless otherwise directed.

2. First class trains register at Macheson by Form 63, except when displaying signals for following sections, stop and register or get telegrapher's written acknowledgment for signals displayed.

2-a. Parsons is train register station for passenger trains only. North Yard is train register station for freight trains only.

2-b. All trains will report for orders before leaving Paola. All Northward trains originating at North Yard (except for the Neosho Division) will report for orders at Cross.

All trains report for orders before leaving Franklin, Mo.

All Neosho Division trains originating at North Yard will report for orders at Yard office.

All trains to Iola Branch report for orders before leaving Moran.

All trains originating at Parsons will report for orders at Telegraph office.

2-c. For information of such trains as may be concerned following trains will register arrival and departure at other than register station.

Table with 3 columns: STATION, ARRIVAL, DEPARTURE. Rows include Tower, Lindsale.

3. All trains and engines will run at restricted speed between puzzle switch 700 feet north of Paola passenger depot and Mo. Pac. Junction-interlocker south of Paola Passenger depot expecting to find main track occupied.

3-a. First and second class trains and passenger extras, approaching Parsons Passenger Station, will run at restricted speed between cross-over located 1,000 feet North of Crawford Ave. and Parsons Tower, so that under no circumstances will it be possible for such trains to strike any cars, trains or engines or passengers crossing over from one depot track to the other.

3-b. Automatic block signals and switch indicator indications and rules will govern movements Columbia Branch trains between Columbia Branch Junction and South passing track switch, McElaine, against all trains on St. Louis Division main track.

4. Maximum speed (miles per hour), observing permanent slow boards and slow orders:

Table showing maximum speed for various train types and routes, including Macheson and Mokane, Mokane and Esley, Esley and Franklin, etc.

SPEED RESTRICTIONS

4-a. SEDALIA DIVISION: 15 miles per hour over Missouri Pacific shop track crossing, Sedalia. 20 miles per hour over Bridge 385.1.

4-b. KANSAS CITY DIVISION: 35 miles per hour over MP A136.7 to MP A136.6.

4-c. COLUMBIA BRANCH: 10 miles per hour over Bridge V-171.6, engines will not work steam nor shall brakes be applied moving over this bridge.

4-d. MOBERLY DIVISION: 15 miles per hour over Bridges V-173.3, V-174.1, and V-174.4.

4-e. NEOSHO DIVISION: 10 miles per hour for trains handling loaded cars of 70 tons over bridges B-34.2, B-38.5, B-60.4, B-72.1, B-77.4, B-89.2.

15 miles per hour with 285, 465, and 475 type engines over bridges B-31.1, B-34.2, B-58.3, B-60.4, B-72.1, B-77.4, B-89.2, B-112.4, B-144.0, B-151.6, B-152.2.

4-f. Permanent Slow Boards with black numerals on yellow face, the first number indicate Speed Restriction for passenger trains. The second number, Speed Restriction for Freight Trains, and are located 12 feet from center line of Main Track on engineers side, one-half mile in advance of that portion of track where speed is restricted. Resume speed boards, green face on black post is located at point where normal speed is to be resumed.

4-g. Through city limits, as prescribed by ordinances:

Table with columns: Station, Miles per hour, Division (St. Louis, Sedalia, Moberly, Kansas City), and Miles per hour.

4-h. 15 miles per hour for engines backing up and for switch engines.

4-i. 20 miles per hour for passenger trains, and 15 miles per hour for freight trains, entering or leaving main track turn outs.

4-j. 35 miles per hour for 64% freight engines on passenger trains or running light. 45 miles per hour for 57% freight engines on passenger trains, on St. Louis Division and 50 miles per hour Sedalia Division, and 40 miles per hour running light. 45 miles per hour for other freight engines on passenger trains or running light.

4-k. 25 miles per hour Scale Test Car X-1458, to be moved only on local freight trains, just ahead of cabooses on rear of train.

5. 38% type, or heavier, engines must not be double-headed over Bridges B-31.1, B-34.2, B-38.2, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-144.0, B-151.6, B-152.2, Neosho Division.

5-a. Engines heavier than 47% type must not be doubleheaded over Bridge O-92.7, Moberly Division.

5-b. Loaded cars, gross weight car and contents exceeding 169,000 pounds (85 tons) must not be handled over the Holden Division, Columbia Branch, and/or Eldorado Branch.

6. The following railroad crossings at grade, protected by gate or mechanical device to be handled by a member of the crew when set against M-K-T.

Table listing railroad crossings with details: SEDALIA DIVISION; MILE 227.7: Normal position of gate against Mo. Pac. Rule 98. MOBERLY DIVISION; MILE O-79.7: Normal position of gate against M-K-T. Rule 556. HOLDEN DIVISION; MILE E-297.5: Manual block and gate. Normal position against M-K-T. Rule 556. NEOSHO DIVISION; MILE B-23.7: Normal position of gate against M-K-T. Rule 98.

7. Flag stops not shown on schedule page:

Table with columns: Train, Station, Revenue Passengers.

No. 5 and No. 6, West Alton, for passengers to or from M-K-T stations.

No. 23 stop Moran for passengers destined to points which are regular stops south of Osage for No. 23 and for regular stops of No. 23 in Texas.

No. 26, Erie to discharge passengers from stations south of Parsons and pick up passengers destined Kansas City and beyond.

No. 28, Kincaid and Parker to discharge passengers from stations south of Parsons.

7-a. No. 90 and No. 91, Neosho Division, will carry passengers.

8. List of main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4 1/2 inches.

Table with columns: DIVISION, MILE POST, Station, Description.

List of main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches.

Table with columns: Station, Description.

Table with columns: DIVISION, MILE POST, Description.

8-a. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and that 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, buildings, dist-forms and other structures alongside main and other tracks.

9. C. R. & Q. Time Table and Rules govern between Macheson and North Market Street. 9-a. St. L. M. B. T. Ry. and T. & K. R. A. Time Table and Rules govern between North Market and Union Station, St. Louis.

9-b. SL-SF Ry. Time Table and Rules govern between Paola and Kansas City Terminal Railway tracks.

9-c. Kansas City Terminal Railway Time Table and Rules govern movement over their tracks at Kansas City.

10. Small freight shown at St. Louis, Baden, Kansas City, and Glen Park indicate the advertised leaving and arriving time only. See special instructions, paragraph 9, 9-a, 9-b, and 9-c.

11. All Holden Division trains will flag Pearl Street crossing Paola.

11-a. All trains will flag 6th Street crossing, Junction City.

11-b. All trains will flag 6th Avenue crossing, Emporia.

12. Southward freight trains handling one-half or more of their tonnage rating pulling out of Paola, will leave main track switch at south end of north passing track set for siding. All trains will approach this switch expecting to find it set against main track.

13. Normal position of main line switch at north end of lead from North Yards to Neosho Division main track, nine miles south of Mile Post B-9, will be for the lead. All trains approach this switch at restricted speed expecting to find switch set against them.

14. Stations and tracks not shown on schedule page:

Table with columns: Name, Location, End Connected to main track, Car Capacity.

15. Water tanks other than at stations shown on schedule page:

Table with columns: Name, Location.

16. Mail cranes other than at stations shown on schedule page:

Table with columns: Name, Location.

17. Following yards are protected by Yard Limit Boards: St. Charles, McKittick, Columbia, Parsons, New Franklin, Moberly, Franklin, North Bonville, Booneville, Beaman, Sedalia, North Clinton, Clinton, Lindsale, Nevada, Fort Scott, Empord, Paola, Moran, Iola, Cross to Parsons Tower inclusive, Chamute, Humboldt, Burlington, Emporia, Council Grove and Junction City.

18. Engine whistle signal code, SL-SF Interlocker, Parsons:

Table showing signal codes for various tracks and divisions.

18-a. Engine whistle signal code, M-K-T Interlocker, Cross: From Kansas City to Parsons, or Parsons to Kansas City. From Kansas City to North Yard, or North Yard to Kansas City. From Sedalia to North Yard or North Yard to Sedalia. From Sedalia to Parsons, or Parsons to Sedalia.

18-b. The North and South siding switches at Esmond and Tower, North siding switch Sedalia and South siding switches at Dorsey and North Clinton will be handled by Towerman.

18-c. When those in charge of remote control switches cannot display the proper signal indication, switches must be set by other than any movement passes over them. Selckes, manual and claw bar are in the telephone booth near switch for that purpose.

19. Standard checks are located: Telegraph Office-Baden, Macheson, McElaine, Franklin, Sedalia, Lindsale, Tower, Kansas City, Glen Park, Paola, North Yard, Parsons, Junction City.

20. Bulletin Boards are located in Telegraph offices at Baden, Columbia, Franklin, Sedalia, Eldorado Springs, Parsons Passenger Station, Paola and Junction City, North Yard Office, Parsons Crawford Avenue Wash Room, and Glen Park Yardmen's Wash Room, Roundhouse at Baden, Franklin, Parsons, Glen Park and Junction City.

Table with columns: 21. Abbreviations: C-Coal, O-Oil, D-Day Telegraph Office Only, N-Night Telegraph Office Only, Y-Wye, L-Regular Stop, F-Flag Stop.

SPECIAL INSTRUCTIONS---Continued

22. EMPLOYEES' HOSPITAL ASSOCIATION:
Dr. R. S. Yancey, Chief Surgeon, Medical Arts Bldg., Dallas, Texas.

STATION	NAME
St. Louis, Mo.	Dr. V. B. Kieffer, Divn. Surg., Examiner, 402 Lister Bldg.
	Dr. R. S. Kieffer, Asst. to Divn. Surg., 402 Lister Bldg.
	Dr. J. F. Mayes, Local Surg., St. Louis Nat. Bank Bldg.
N. St. Louis, Mo.	Dr. H. F. Miller, Local Surg. & Examiner, 8410 N. Broadway
Sedalia, Mo.	Dr. M. P. Shy, Div. Surg., Examiner, 604 W. Broadway
	Dr. Chas. A. McNeil, Con. Surgeon, 111 W. 4th St.
	Dr. J. B. Carlisle, 2148 Ohio St.
Parsons, Ks.	Dr. A. C. Baird, Divn. Surg., Examiner, M.K.T. Hospital
	Dr. N. C. Morrow, Asst. Surg., Examiner, M.K.T. Hospital
	Dr. R. H. Mitchell, House Surgeon, M.K.T. Hospital
Angusta, Mo.	Dr. Wm. C. Schmidt
Appleton City, Mo.	Dr. A. L. Hanson
Boonville, Mo.	Dr. T. C. Beckett, Examiner
	Dr. Frank Smiley, Examiner
	Dr. W. E. Stone, Examiner
	Dr. C. H. Van Ravenswaay
Burlington	Dr. A. B. McConnell
Clinton, Mo.	Dr. G. S. Walker, Local Surgeon
	Dr. J. O. Smith
Chanute, Ks.	Dr. L. D. Johnson, Local Surgeon
Council Grove, Ks.	Dr. B. E. Miller
Columbia, Mo.	Dr. W. R. Shaefer, 213-215 Gaiter Bldg.
	Dr. C. M. Sneed, 212 Gaiter Bldg.
	Dr. Frank G. Nifong, Consulting Surgeon, 16 So. Tenth
Eldorado Springs, Mo.	Dr. J. W. Dawson
Emporia, Ks.	Dr. Frank Focannon, Examiner, 511 Commercial
Fayette, Mo.	Dr. V. Q. Bonham
	Dr. Wm. J. Shaw
Fort Scott, Ks.	Dr. C. F. Young
	Dr. J. R. Newman
	Dr. W. T. Wilkening
Holden, Mo.	Dr. R. L. Bills
Iola, Ks.	Dr. J. T. Reid
	Dr. Carter Entoe
	Dr. Jas. Stewart
Kansas City, Mo.	Dr. Geo. F. Hamel, Local Surg., Examiner, 900 Bialto Bldg.
	Dr. John G. Sheldon, Local Surg., 604 Commerce Bank Bldg.
	Dr. Robt. Uhlmann, Loc. Surg., 1314 Bryant Bldg.
Leeton, Mo.	Dr. H. C. Uley
Marthasville, Mo.	Dr. H. H. Schmidt
Mokane, Mo.	Dr. J. E. Parmer, Examiner
McBaine, Mo.	Dr. F. B. Williamson
New Franklin, Mo.	Dr. J. B. Fleet, Examiner
	Dr. G. L. Chamberlain, Examiner
Nevada, Mo.	Dr. J. M. Yater, Examiner
	Dr. R. B. Wray
Pilot Grove, Mo.	Dr. Chas. Sandy
Paola, Ks.	Dr. P. A. Pettitt
Rhineland, Mo.	Dr. O. R. Rauschelbach
Rocheport, Mo.	Dr. W. E. Angell, Examiner
Rosedale, Ks.	Dr. C. E. Sanders, Examiner, 1401 Southwest Blvd.
	Dr. J. W. Young, Local Surgeon, 1401 Southwest Blvd.
	Dr. O. M. Longenecker, Examiner, 1324 Southwest Blvd.
St. Charles, Mo.	Dr. F. J. Tainter
	Dr. L. E. Beiding
Winsor, Mo.	Dr. H. M. Wall

23. Watch Inspectors:

St. Louis, Mo.	American Railroad Time Service, 728 Olive St.
	R. P. Wiggins and Co., 123 No. 18th St.
	Chas. F. Schmidt, 8328 Halls Ferry Road
Appleton City, Mo.	F. Walls
Boonville, Mo.	Chas. A. Walz
Columbia, Mo.	J. A. Bachroeder
Holden, Mo.	O. T. Miller
Junction City, Ks.	W. G. Glick
Kansas City, Mo.	J. H. Mace Co., Union Station
	Mace's, Inc., 1100 Grand Ave.
Nevada, Mo.	Woodfill Jewelry Co.
Parsons, Ks.	M. F. Kohler
	F. Pfeiffer
Paola, Ks.	H. M. Campbell
Sedalia, Mo.	Michael Jewelry Co., 217 Ohio St.

		TONNAGE RATINGS												
		64% Booster		64%		57%		47% Booster		47%		32%		
FROM	TO	Adjustment	Rating	No.	Rating	No.	Rating	No.	Rating	No.	Rating	No.	No.	
		Tons	Tons	Cars	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Baden	Franklin	10	3750	94	3400	85	3150	79	3150	79	2800	70	2000	50
West Alton	Franklin	12	4350	109	3950	99	3780	95	3780	95	3285	82	2300	57
Franklin	Baden	10	4150	104	3600	90	3300	83	3300	83	2850	71	2000	50
Franklin	W. Alton	12	4600	115	4000	100	3780	95	3780	95	3285	82	2245	56
Franklin	Beaman	4	1950	49	1650	41	1500	38	1500	38	1200	30	840	21
Beaman	Franklin	5	2220	56	1850	46	1665	42	1665	42	1350	34	900	23
Beaman	Lindale	8	3660	92	3050	76	2700	67	2700	67	2100	63	1470	37
Lindale	Beaman	8	3600	90	3000	75	2700	67	2700	67	2100	64	1510	38
Bryson	Beaman	11	4600	115	4000	100	3600	90	3600	90	2880	72	2000	50
Lindale	Parsons	6	3000	75	2625	65	2375	60	2375	60	1950	49	1400	35
Parsons	Lindale	6	3250	83	2850	72	2550	66	2550	66	2050	50	1475	40
Franklin	Moberly	5	.....	.....	.....	.....	1730	43	1730	43	1440	36	1000	25
Moberly	Franklin	5	.....	.....	.....	.....	1730	43	1730	43	1440	36	1000	25
Moberly	Fayette	9	.....	.....	.....	.....	2600	65	2600	65	2145	54	1500	38
McBaine	Columbia	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	25
Columbia	McBaine	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	30
Bryson	Paola	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	770	20
Bryson	Holden	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	30
Paola	Bryson	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	880	22
Holden	Bryson	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	33
Walker	Eldo. Springs	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	880	22
Eldo. Spgs.	Walker	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	25
Glen Park	Parsons	5	2450	61	2125	53	1995	50	1995	50	1590	40	1070	27
Moran	Parsons	9	4000	100	3500	88	3100	78	3100	78	2400	60	1680	42
Parsons	Glen Park	5	2670	67	2350	59	2100	53	2100	53	1680	42	1180	30
Koch	Glen Park	10	4300	108	3750	94	3375	84	3375	84	2700	68	1890	47
Parsons	Council Grove	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1700	43
Council Grove	Junction City	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1325	33
Burlington	Council Grove	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1435	36
Junction City	Parsons	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	33
Emporia	Parsons	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	50
Moran	Iola	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1400	35
Moran	Moran	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	30

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.

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

	Weight of Car & Contents	Wt. of Freight
Carload perishable moving under ice	45 tons	16 tons
Carload perishable in refrigerators not under ice	42 tons	16 tons
Refrigerators loaded with LCL merchandise	35 tons	3 tons
Other cars loaded with LCL merchandise	37 tons	3 tons
Live stock without bedding	35 tons	11 tons
Live stock—bedded car	37 tons	11 tons
Live Poultry	36 tons	10 tons

When actual weights obtained on perishable load in refrigerators add 3 ton for ice when moving under refrigeration.

25-a. For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

25-b. Use following tonnage for Caboose:

Caboose 350 to 723, Incl. and 100911 to 100963, Incl.	18 tons
Caboose 751 to 795, Incl.	21 tons
Caboose 796 to 840, Incl.	25 tons

25(c). Use following tonnage figures for light weights of system cars in the series shown, and on foreign cars of similar types:

40,600 series—hopper bottom	25 tons
40,500 series—hopper bottom	21 tons
40,631-40,700—ballast	30 tons
41,000 series—flat bottom	24 tons
43,000 series—flat bottom	21 tons
47,000 series—stock	22 tons
Other system coal cars	29 tons
69,001—69,100 auto (46" G)	26 tons
61,001—61,025 auto (50" G)	30 tons
62,001—62,100 auto (50" G)	30 tons
63,001—63,025 auto (50" G)	31 tons

25(d). When stenciled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly. When actual tare weights are not obtained, use tonnage figures below for empty cars.

Kind	Auto	Box	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder
Tons	Evans 27	22	18	26	26	Clean 20	21	21	19
	26					Bedded 22			

F. P. Stocker, Trainmaster, S. L. Forney, Road Foreman of Engines, B. A. McDonald, Trainmaster,
D. E. Doyle, Chief Dispatcher, J. A. Barnard, Chief Dispatcher,
W. A. Taylor, H. L. Bender,
C. Webb, J. A. Peterson,
C. Biggerstaff, Wm. Hooe,
R. B. George, Dispatchers. J. W. Athy, Dispatchers
Franklin, Missouri Parsons, Kansas

ROAD FOREMAN OF ENGINES HAS THE SAME AUTHORITY AS TRAINMASTER WHILE ON LINE OF ROAD.

**NORTHERN
DISTRICT**

**TIME TABLE
NO. 17-E**

**Effective
August 20, 1939**