

**UNITED STATES RAILROAD ADMINISTRATION**

Walker D. Hines, Director General of Railroads



**MISSOURI, KANSAS & TEXAS RAILROAD**

**PARSONS DISTRICT**

**EMPLOYEES' TIME TABLE NO. 5**

**EFFECTIVE SUNDAY, JANUARY 11, 1920**

**AT 12:01 O'CLOCK A. M.**

**All Previous Time Tables are Void and Must be Destroyed**

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**This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYES of this Railroad Only.**

**The Management reserves the right to vary from it at pleasure.**

**S. B. MOORE,**  
Superintendent.

**W. M. WHITENTON,**  
General Superintendent.

**W. E. WILLIAMS,**  
General Manager.

**C. N. WHITEHEAD,**  
Federal Manager.

West Bound

SEDALIA DIVISION

West Bound

FOURTH CLASS			THIRD CLASS		Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920	Car Capacity Passing Trucks Fuel, Water Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		SECOND CLASS				
95 Way Freight Daily Except Sunday	93 Way Freight Daily Except Sunday	91 Way Freight Daily Except Sunday	71 Through Freight Daily	75 Through Freight Daily				5 Flyer Daily	3 Limited Daily	7 Passenger Daily	9 Passenger Daily	37 Passenger Daily Except Sunday	23 Mixed Daily Except Sunday	53 Mixed Daily
6.40 <sup>AM</sup>		6.00 <sup>AM</sup>	8.00 <sup>PM</sup>	5.00 <sup>PM</sup>	227.1	Leave N. SEDALIA Leave X	COPYW Yard	3.30 <sup>PM</sup>	3.30 <sup>PM</sup>	7.30 <sup>AM</sup>	1.25 <sup>PM</sup>	6.50 <sup>AM</sup>		
					227.7	0.6 Mo. Pac. Crossing								
6.50		6.10	8.10	5.10	230.8	3.1 POWELL P 97		3.37	3.36	7.40	1.33	6.57		
7.05 <sup>37</sup>		6.25	8.27	5.27	236.1	5.3 CAMP BRANCH P 58		3.45	3.44 <sup>96</sup>	7.52	1.45	7.05 <sup>95</sup>		
7.20		6.40	8.40	5.40	239.2	3.1 GREEN RIDGE Q P 97		3.50	3.49 <sup>38</sup>	8.00 <sup>72</sup>	1.54	7.10		
7.35 <sup>AM</sup> 72		7.00	9.00	5.55	243.8	4.6 BRYSON KC PY 30		3.57	3.56	8.10	2.05 <sup>90</sup>	7.20 <sup>AM</sup>		
		7.20 <sup>72</sup>	9.20	6.08	247.8	4.0 WINDSOR WI P 97		4.03	4.02	8.20	2.15			
		7.45	9.55 <sup>76</sup>	6.33	255.5	7.7 CALHOUN CO PW 57		4.13	4.12	8.35	2.30			
		8.05	10.10	6.48	259.7	3.2 LEWIS ES P 112		4.20	4.20	8.45	2.40			
		9.00 <sup>7</sup>	10.35 <sup>10</sup>	7.10	265.4	5.7 St. L.-S. F. Crossing Interlocker								
		9.25	11.22 <sup>6</sup>	7.32	266.6	1.2 CLINTON C PO 40		4.35	4.35	9.00 <sup>91</sup>	3.00			
		9.55 <sup>74</sup>	11.45	7.50	267.1	0.5 K. C. C. & S. Interlocker								
		10.10 <sup>8</sup>	12.05 <sup>AM</sup>	8.10 <sup>76</sup>	273.4	6.3 LADUE DY PW 94		4.45	4.45	9.15	3.13			
		11.00 <sup>4</sup>	12.05 <sup>AM</sup>	8.10 <sup>76</sup>	280.2	6.8 MONTROSE MS P 97		4.54 <sup>72</sup>	4.54	9.27	3.25			
		11.30	12.15	8.20	285.7	5.5 APPLETON CITY PN P 84		5.02	5.02	9.40 <sup>74</sup>	3.35			
		12.05 <sup>PM</sup>	12.37	8.50	288	6.6 MARGE PCYW 218		5.10	5.10	9.50 <sup>80</sup>	3.45			
		12.20	12.50	9.20 <sup>10</sup>	294.5	3.9 ROCKVILLE RK P 39		5.20	5.20	10.02	3.58			
		1.00	1.08	9.45	298.4	5.1 SCHELL CITY SC PW 97		5.25	5.25	10.12	4.08			
		1.30	1.25	10.20 <sup>6</sup>	303.5	5.8 HARWOOD WD P 55		5.32	5.32	10.28 <sup>4</sup>	4.18			
					309.3	7.4 WALKER WR PY 97		5.40	5.40	10.40 <sup>20</sup>	4.30		9.00 <sup>AM</sup> 8 1.15 <sup>PM</sup>	
		7.00 <sup>AM</sup>	1.55 <sup>PM</sup>	2.00 <sup>72</sup>	316.7	0.4 Mo. Pac. Junction								
		7.30 <sup>74</sup>	2.25	11.15	317.1	0.3 NEVADA NA PYW Yard		6.00	6.00	11.00	4.50		9.20 <sup>AM</sup> 8 1.45 <sup>PM</sup>	
		7.45	2.40	11.28	323.4	3.5 ELLIS P 82		6.08	6.08 <sup>76</sup>	11.12	5.02			
		8.10 <sup>8</sup>	2.55	11.45	326.9	4.3 DEERFIELD P 97		6.13	6.13	11.20	5.10			
					331.2	6.2 EVE CN P 45		6.20	6.20	11.30	5.20 <sup>76</sup>			
					337.4	0.2 St. L.-S. F. Crossing								
					337.6	0.2 Mo. Pac. Crossing								
		8.30	3.25	12.20 <sup>AM</sup> 72	338.2	0.9 FORT SCOTT FS PW Yard		6.40 <sup>74</sup>	6.40	11.50	5.40			
		10.25	3.50	12.45	339.1	6.1 Mo. Pac. Interlocker								
		10.45	4.10	1.03	345.2	5.9 RONALD P 98		6.50	6.50	12.05 <sup>PM</sup>	5.55			
		11.10	4.30	1.25	351.1	6.9 HIATTVILLE HI P 99		7.00	7.00	12.20	6.10			
					358.0	7.0 HEPLER PR PW 70		7.10 <sup>8</sup>	7.10 <sup>10</sup>	12.35 <sup>92</sup>	6.30			
					365.0	0.0 A. T. & S. F. Interlocker								
		11.35 <sup>92</sup>	5.05 <sup>74</sup>	1.50	365.0	7.9 WALNUT WA P 71		7.20	7.22	12.55	6.50 <sup>10</sup>			
		12.30 <sup>PM</sup>	5.30	2.15	372.9	6.6 ST. PAUL OM PW 99		7.30	7.33	1.15	7.05			
		1.30 <sup>7</sup>	5.50	2.40	379.5	6.6 SOUTH MOUND OF P 99		7.40	7.44	1.30 <sup>93</sup>	7.20			
		1.50	6.08 <sup>8</sup>	3.00	382.6	3.1 CUT OFF P 99		7.45	7.50	1.35	7.25			
		2.15 <sup>PM</sup>	6.30 <sup>AM</sup>	3.25 <sup>AM</sup>	386.0	3.4 NORTH YARD SY COPYW Yard		8.00 <sup>AM</sup> 4	8.05 <sup>PM</sup> 6	1.50 <sup>PM</sup>	7.45 <sup>PM</sup>			
					386.6	0.6 PARSONS Arrive								
<b>95</b>	<b>93</b>	<b>91</b>	<b>71</b>	<b>75</b>	159.5			<b>5</b>	<b>3</b>	<b>7</b>	<b>9</b>	<b>37</b>	<b>23</b>	<b>53</b>
18.2	9.6	11.4	15.1	15.2		Average speed per hour		35.4	34.8	25.1	25.1	33.4	23.4	21.3

No. 3 Stop at Windsor, Montrose, Appleton City, Rockville, Schell City and Walnut to discharge passengers from St. Louis

No. 5 Stop at Windsor and Appleton City to discharge passengers from St. Louis.

Nos. 20, 23, 50, 53, 37 and 38, one hour or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rule 82 and 220.)

Automatic Block Signals south end Sedalia Yard. Between M. P. 381.6 and Parsons Yard

Observe automatic block signal indicator at M. K. & T. Crossing before entering block or using switches.



North and East bound trains are superior to South and West bound trains of same class.

**East Bound****SEDALIA DIVISION****East Bound****3**

SECOND CLASS					FIRST CLASS		Time Table No. 5 Effective 12:01 A. M. January 11, 1920	Station Numbers	THIRD CLASS			FOURTH CLASS			
50	20	38	10	8	6	4			74	76	72	92	90	96	
Mixed	Mixed	Passenger	Passenger	Passenger	Flyer	Limited			Through Freight	Through Freight	Through Freight	Way Freight	Way Freight	Way Freight	
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
<b>STATIONS</b>															
			4.20 <sup>PM</sup>	11.59 <sup>PM</sup>	12.20 <sup>PM</sup>	12.45 <sup>PM</sup>	12.40 <sup>PM</sup>	Arrive N —0.0— SEDALIA —0.0— Arrive X	227	1.10 <sup>PM</sup>	11.40 <sup>PM</sup>	9.00 <sup>AM</sup>		3.00 <sup>PM</sup>	4.10 <sup>PM</sup>
			4.12	11.45	12.05 <sup>PM</sup>	12.35	12.30	Mo. Pac. Crossing —3.1— POWELL —5.3—	231	12.55	11.25	8.40		2.50	4.00
		f	4.00	11.35	11.50	12.27	12.22	CAMP BRANCH	236	12.40	11.07	8.20		2.35	3.44 3
		s	3.49	11.30	11.40	12.22	12.17	D GREEN RIDGE Ω	239	12.31	10.55	8.00 7		2.25	3.25
		lv	3.35 <sup>PM</sup>	11.20	11.30	12.15	12.10 74	N BRYSON KC	244	12.10 <sup>PM</sup> 4	10.40	7.35 95		2.05 9	3.10 <sup>PM</sup>
			11.10	11.20	12.08 <sup>AM</sup>	12.04 <sup>PM</sup>	D WINDSOR WI	248	11.50	10.25	7.20 91		1.45		
			10.55	11.07	11.57	11.52	D CALHOUN CO	255	11.30	9.55 71	6.55		1.25		
			10.45	10.58	11.50	11.45	D LEWIS ES	260	11.20	9.35	6.30		1.10		
			10.35 71	10.45	11.40	11.35	St. L.—S. F. Crossing Interlocker —1.2— CLINTON C	267	11.00	9.10	6.00		12.45		
			10.15	10.25 74	11.22 71	11.17	K. C. C. & S. Interlocker —6.3— LADUE DY	273	10.25 8	8.50	5.30		12.05 <sup>PM</sup>		
			10.05	10.10 91	11.13	11.07	D MONTROSE MS	280	9.55 91	8.25	4.54 5		11.30		
			9.55	10.00	11.05	11.00 90 91	N APPLETON CITY PN	256	9.40 7	8.10 75	4.15		11.00 4 91		
			9.45	9.50 7 90	11.00	10.55	MARGE	288	9.20	8.00	4.00		9.50 8 7		
			9.30	9.35	10.45	10.40	D ROCKVILLE RK	294	8.52	7.37	3.30		9.15		
			9.20 75	9.25	10.39	10.35	N SCHELL CITY SC	295	8.40	7.25	3.15		8.50		
			9.10	9.12	10.30	10.23 7	D HARWOOD WD	303	8.25 90	7.10	2.55		8.25 74		
* 6.50 <sup>AM</sup>	* 10.40 <sup>AM</sup> 7		9.00	9.00 23	10.20 75	10.20	N WALKER WR	309	8.10	6.55	2.30		7.50		
							Mo. Pac. Junction —0.4— NEVADA NA	317	7.50	6.28	2.00 71		4.30 <sup>PM</sup> 4		7.15 <sup>AM</sup>
lv 6.30 <sup>AM</sup>	lv 10.20 <sup>AM</sup>		8.45	8.45	10.05	10.05	D ELLIS	323	7.30 93	6.08 3	1.20		4.05		
			8.15	8.20	9.45	9.45	D DEERFIELD	327	7.17	5.40	1.05		3.45		
			8.05	8.10 93	9.38	9.39	D EVE CN	331	7.05	5.20 9	12.50		3.15		
			7.50	7.55	9.25	9.25 93	St. L.—S. F. Crossing —0.2— FORT SCOTT FS	338	6.40 5	4.45	12.20 <sup>AM</sup> 75		2.45		
			7.35	7.35	9.08	9.08	Mo. Pac. Interlocker —6.1— RONALD	345	6.10	4.25	11.55		1.45		
			7.25	7.25	9.00	8.58	D HIATVILLE HI	351	5.50	4.10	11.30		1.15		
			7.10	7.10 5	8.50	8.47	D HEPLER PR	358	5.25	3.50	11.00		12.35 <sup>PM</sup> 7		
			6.50 9	6.45	8.39	8.36	A. T. & S. F. Interlocker —0.0— WALNUT WA	365	5.05 71	3.30	10.30		11.35 93		
			6.30	6.30	8.28	8.24	D ST. PAUL OM	373	4.40	3.10	10.00		10.30		
			6.15	6.15	8.18	8.15	N SOUTH MOUND OF	380	4.25	2.55	9.40		9.45		
			6.08	6.08 71	8.13	8.10	D CUT OFF	383	4.15	2.45	9.25		9.20		
							N NORTH YARD Lv: SY	386	4.00 <sup>AM</sup>	2.30 <sup>PM</sup>	9.00 <sup>PM</sup>		9.00 <sup>AM</sup>		
							Leave PARSONS W	387							
50 23.4	20 23.4	38 22.3	10 26.6	8 25.1	6 34.2	4 34.2	159.5		74	76	72	92	90	96	
				Average speed per hour				17.4	17.4	13.2	9.1	11.6	16.7		

No. 4 Stop at St. Paul, Walnut, Schell City, Rockville, Appleton City, Montrose, Calhoun and Windsor, to discharge passengers from Oklahoma District south of Coffeyville.

Nos. 20, 23, 50, 53, 37 and 38 one hour or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rule 82 and 220.)

AUTOMATIC BLOCK SIGNALS.

South end Sedalia yard.

Between M. P. 381-6 and Parsons Yard.

Observe automatic block signal indicator at M. K. & T Crossing before entering block or using switches.

Miles	431 feet	522 feet	1815 feet	1461 feet	1100 feet	9980 feet	318.33	320.3	337.24	1814 feet	3000 feet
255.68											
258.10											
260.8											
270.13											
280.33											
318.33											
320.3											
337.24											
337.55											
337.7											

Coal Mine Spur.....  
Vincent & Embree Coal Co.....  
Younger-Miller Coal Co.....  
Younger Coal Co.....  
Montrose Coal Co.....  
Liberty Coal Co.....  
Daily Brick Plant.....  
Daily Shale Spur.....  
Borden Plant.....  
Brick Plant Spur.....  
Hollister.....



North and East bound trains are superior to South and West bound trains of same class.

FOURTH CLASS		THIRD CLASS		Distance from Kansas City	Time Table No. 5 Effective 12:01 A. M. January 11, 1920	Car Capacity Passing Tracks Fuel, Water, Turn Table Telephone Track Scales, Wye	FIRST CLASS		SECOND CLASS	
99 Way Freight Daily Except Sunday	89 Through Freight Daily	87 Fast Freight Daily	81 Fast Freight Daily				23 Limited Daily	27 Passenger Daily	29 Passenger Daily	19 Neosho Passenger Daily
				.0	<b>KANSAS CITY</b> Leave		4.30PM	9.15PM	10.30AM	
		11.00AM	8.00PM	2.6	Leave N <b>GLEN PARK</b> Ky	TCWOP				
					Joint Track with St. L.—S. F. Ry					
	7.30AM	1.30PM	11.00PM 84	43.1	Lv. N <b>PAOLA</b> PD Lv	TCWP Yard	5.45PM	10.35PM	11.45AM 24	
				43.4	Mo. Pac. Interlocker					
	7.40	1.50	11.25 30	46.5	3.1 <b>KOCH</b>	64 P	5.57	10.45 84	11.55	
	7.52	2.10 98	11.40	49.9	3.4 D <b>BANGOR</b>	112 P	6.05	10.53	12.02PM	
	8.05	2.30	12.01AM	54.6	4.7 D <b>BEAGLE</b> B	94 P	6.15	11.06 30	12.12	
	8.30	2.55	12.30	61.6	7.0 N <b>PARKER</b> H N	100 P	6.27	11.20	12.27	
	8.40	3.05	12.40	64.6	3.0 <b>GOODRICH</b>	8 P	6.32	11.25	12.33	
	8.50	3.15	12.50	66.8	3.2 D <b>FINDLAY</b>	98 P	6.36	11.29	12.39	
	9.15 82	3.26	1.05	70.0	3.2 D <b>CENTERVILLE</b> C	33 WP	6.41	11.35	12.47 98	
	9.25	3.40	1.18	72.7	2.7 <b>OAKWOOD</b>	32 P	6.46	11.41	12.53	
	9.33	3.49	1.30	75.3	2.6 <b>VANCE</b>	100 P	6.50 88	11.46	12.58	
	9.40	4.00	1.42	78.5	3.2 D <b>SELMA</b>	12 P	6.56	11.51	1.07	
				78.6	0.1 Mo. Pac. Interlocker					
				82.7	4.1 Mo. Pac. Interlocker					
	9.57 24	4.15	1.58	82.3	0.1 N <b>KINCAID</b> KI	100 P	7.04	11.59	1.17	
	10.20	4.30	2.15	87.0	4.2 D <b>MILDRED</b> MR	93 P	7.11	12.07AM 81	1.25	
	10.30	4.35	2.20	89.0	2.0 <b>BAYARD</b>	44 P	7.15	12.11	1.30	
	11.00 98	4.55	2.45	94.7	5.7 N <b>MORAN</b> MN	TCWP Yard	7.25	12.25	1.40	
				94.8	0.1 Mo. Pac. Interlocker					
	11.20	5.15 86	3.00	99.0	4.2 <b>DURHAM</b>	58 P	7.32	12.35	1.50	
	11.40	5.35	3.15	103.4	4.4 D <b>ELSMORE</b> UN	100 P	7.41 84	12.44	2.00	
	11.55	5.45	3.23	106.4	3.0 D <b>SAVONBURG</b> SG	73 P	7.49	12.50	2.08	
	12.15PM	6.00	3.34	110.4	4.0 D <b>STARK</b> DK	24 P	7.57	12.59	2.18	
	12.25	6.10	3.39	112.6	2.2 <b>KIMBALL</b>	98 P	8.00	1.04	2.24	
				119.9	7.3 A. T. & S. F. Interlocker					
	1.00	6.50 84	4.18 28	120.6	0.7 N <b>ERIE</b> RI	N 50 SW 95	8.15	1.20	2.45	
	1.25	7.10	4.35	126.3	5.7 <b>HERTHA</b>	23 P	8.25 30	1.31	2.57	
	1.45	7.25	4.50	130.6	4.3 <b>DUDDLEY</b>	99 P	8.31	1.39	3.07	
	2.05	7.40	5.05 82	133.7	3.1 M. K., & T. Crossing		8.36	1.44	3.12	
	2.30PM	8.00PM	5.30AM	136.2	2.5 Arrive N <b>NORTH YARD</b> SY	Yard P				7.30PM
				136.8	2.6 N <b>PARSONS</b> DS Arrive	COTWYP Yard	8.45PM	1.55AM	3.25PM	7.35PM
	<b>99</b>	<b>89</b>	<b>87</b>	<b>81</b>	136.		<b>23</b>	<b>27</b>	<b>29</b>	<b>19</b>
	13.2	14.8	14.1	13.6			32.1	29.3	27.8	7.2

All trains must approach M., K. & T. Crossing Mile 133.7 under control.

Train and Enginemen must provide themselves with St. L.—S. F. Rules and current Time Table and be governed thereby between Kansas City and Paola.

Trains will be governed by Kansas City Terminal Railway rules and regulations while on their tracks.

No. 27 will stop at Beagle, Parker, Centerville and Mildred to discharge passengers from Kansas City and Paola only.

Automatic Blocks protecting Crossing Sedalia Div. cut off and Kansas City Main Line are Numbers 133.3 and 134.2 also Automatic Signals protecting Neosho Division Junction to Kansas City Main Line Numbers 135.5 and 136.2. Observe indicator at Junction before fouling block. These blocks do not interfere with Railroad Junction Rules.



North and East Bound trains are superior to South and West bound trains of same class, except No. 19 is superior to No. 24 and 30 and No. 29 is superior to No. 20 North Yard to Parsons.

SECOND CLASS		FIRST CLASS		Time Table No. 5		Station Numbers	THIRD CLASS			FOURTH CLASS	
20 Neosho Passenger	30 Passenger	24 Limited	28 Passenger	Effective 12:01 A. M. January 11, 1920			82 Through Freight	86 Through Freight	84 Through Freight	98 Way Freight	
Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily Except Sunday		
	12.59 <sup>AM</sup>		12.59 <sup>PM</sup>	8.15 <sup>AM</sup>	Arrive	<b>KANSAS CITY</b> 2.6	A 0				
					N	<b>GLEN PARK</b> KY Ar. Joint Track with St. L.-S. F. Ry. 40.5	A 3	1.00 <sup>PM</sup>	1.00 <sup>AM</sup>	2.00 <sup>AM</sup>	
	11.40 <sup>PM</sup>		11.45 <sup>AM</sup>	6.55 <sup>AM</sup>	N Ar.	<b>PAOLA</b> PD Ar. 0.3 Mo. Pac. Interlocker 3.1	A 43	10.45 <sup>AM</sup>	9.30 <sup>PM</sup>	11.00 <sup>PM</sup>	2.45 <sup>PM</sup>
	11.25 <sup>PM</sup>		11.30	6.46		<b>KOCH</b> 3.4	A 47	10.35	9.00 <sup>PM</sup>	10.45 <sup>PM</sup>	2.25
	11.15		11.20	6.40	D	<b>BANGOR</b> 4.7	A 50	10.25	8.35	10.30	2.10 <sup>PM</sup>
	11.06		11.07	6.32	D	<b>BEAGLE</b> B 7.0	A 55	10.10	8.15	10.18	1.45
	10.46		10.50	6.18	N	<b>PARKER</b> H 3.0	A 62	9.50	7.50	10.00	1.25
	10.40		10.40	6.11		<b>GOODRICH</b> 2.2	A 65	9.40	7.35	9.47	1.10
	10.35		10.35	6.07		<b>FINDLAY</b> 3.2	A 67	9.30	7.25	9.40	1.00
	10.27		10.28	6.01	D	<b>CENTERVILLE</b> C 2.7	A 70	9.15 <sup>PM</sup>	7.10	9.30	12.47 <sup>PM</sup>
	10.21		10.20	5.55		<b>OAKWOOD</b> 2.6	A 73	9.05	7.00	9.21	12.25
	10.16		10.15	5.50		<b>VANCE</b> 3.2	A 75	8.55	6.50 <sup>PM</sup>	9.13	12.15
	10.10		10.07	5.44		<b>SELMA</b> 0.1 Mo. Pac. Interlocker 4.1	A 79	8.40	6.30	9.03	12.01 <sup>PM</sup>
						<b>KINCAID</b> KI 4.2	A 83	8.25	6.15	8.50	11.45
	9.52		9.46	5.27	D	<b>MILDRED</b> MR 2.0	A 87	8.10	5.57	8.35	11.30
	9.47		9.40	5.23		<b>BAYARD</b> 5.7	A 89	8.00	5.50	8.30	11.20
	9.37		9.25	5.10	N	<b>MORAN</b> MN 0.1	A 95	7.40	5.30	8.15	11.00 <sup>PM</sup>
						<b>DURIAM</b> 4.2	A 99	7.25	5.15 <sup>PM</sup>	7.55	10.30
	9.15		9.04	4.50	D	<b>ELSMORE</b> UN 3.0	A 103	7.05	5.00	7.41 <sup>PM</sup>	10.10
	9.09		8.57	4.45	D	<b>SAYONBURG</b> SG 4.0	A 105	6.55	4.50	7.25	9.40
	9.00		8.48	4.37	D	<b>STARK</b> DK 2.2	A 110	6.40	4.38	7.15	9.25
	8.55		8.43	4.33		<b>KIMBALL</b> 7.3	A 113	6.30	4.30	7.10	9.10
						<b>ERIE</b> RI 0.7 A. T. & S. F. Interlocker 0.7	A 121	6.00	4.05	6.50 <sup>PM</sup>	8.27 <sup>PM</sup>
	8.40		8.27	4.18	N	<b>HERTHA</b> 4.3	A 126	5.40	3.48	6.35	8.00
	8.25		8.08	4.00		<b>DUDLEY</b> 3.1	A 131	5.25	3.35	6.25	7.47
	8.12		8.02	3.52		M. K. & T. Crossing, 2.5	A 133.7	5.05 <sup>PM</sup>	3.20	6.15	7.40
	8.06				N	<b>NORTH YARD</b> SY Lv. 2.5	A 136	4.45 <sup>AM</sup>	3.00 <sup>PM</sup>	6.00 <sup>PM</sup>	7.30 <sup>AM</sup>
	10.05 <sup>AM</sup>				N Lv.	<b>PARSONS</b> DS 38.7	A 387				
	10.00 <sup>AM</sup>		7.55 <sup>AM</sup>	3.45 <sup>AM</sup>		136.8		82	86	84	98
7.2	27.4		27.	30.4	Average speed per hour.....			16.5	13.6	17.1	12.8

All trains must approach M. K. & T. Crossing Mile 133.7 under control.

Nos. 98 and 99 carry passengers.

No. 24 stop Beagle to discharge passengers from Parsons or to receive passengers for Kansas City.

Automatic Block Signals protecting Crossing Sedalia Division Cut Off and Kansas City Main Line Numbers 133.3 and 134.2 also Automatic Signals protecting Neosho Division Junction to Kansas City Main Line Numbers 135.5 and 136.2. Observe indicator at Junction before fouling block. These blocks do not interfere with Railroad Junction Rules.



North and East bound trains are superior to South and West bound trains of same class, except No. 19 is superior to No. 24 and 30 and No. 29 is superior to No. 20 North Yard to Parsons.

FOURTH CLASS		SECOND CLASS		Distance from Parsons	Time Table No. 5 Effective 12:01 A. M. January 11, 1920		Station Number	SECOND CLASS		FOURTH CLASS	
95 Way Freight Daily Except Sunday	91 Way Freight Daily Except Sunday	19 Passenger Daily	20 Passenger Daily		90 Way Freight Daily Except Sunday	96 Way Freight Daily Except Sunday					
	6.15 <sup>AM</sup>		12.35 <sup>PM</sup>	156.8	Leave D	JUNCTION CITY	Arrive JN	B 157	5.00 <sup>PM</sup>		2.10 <sup>PM</sup>
f	6.30		12.50	151.8		WREFFORD		B 152	f 4.45		f 1.45
s	7.05		1.10	143.8	D	SKIDDY	CU	B 144	s 4.22		s 1.10
				137.9		C. R. I. & P. Interlocker					
s	7.30		1.30	137.6	D	WHITE CITY	WC	B 138	s 4.03		s 12.10 <sup>PM</sup>
f	7.55		1.45	132.6	D	PARKERVILLE	K	B 133	f 3.48		f 11.45
f	8.05		1.52	130.1		SLYVAN PARK		B 130	f 3.40		f 11.15
s	8.15		2.00	127.1		DOWNING	WN	B 127	s 3.30		s 11.00
s	9.00		2.20	120.0	N	COUNCIL GROVE	CG	B 120	s 3.10		s 10.20
				119.9		Mo. Pac. Interlocker					
s	9.45	96	2.45	111.4	D	DUNLAP	D	B 112	s 2.45	19	s 9.45
s	10.20		3.07	103.9	D	AMERICUS	MS	B 104	s 2.25		s 9.05
s	10.45		3.30	95.2	D	EMPORIA	RD	B 96	lv 2.00		s 8.30
lv	11.45			94.9		A. T. S. & F. Interlocker			lv 1.45		
f	12.01 <sup>PM</sup>		3.50	88.0		WYCKOFF		B 88	f 1.25		s 7.55
s	1.10	20	4.05	81.8	D	HARTFORD	HD	B 82	s 1.10	95	s 7.30
s	1.30		4.20	75.5	D	STRAWN	RT	B 76	s 12.55		s 7.00
lv	2.00 <sup>PM</sup>	lv	4.45	67.8	N	BURLINGTON	BI	B 68	s 12.35		lv 6.30 <sup>AM</sup>
				67.5		A. T. & S. F. Crossing					
f	7.20		4.55	63.6		BRISTOL		B 64	f 12.27	90	f 12.27 <sup>PM</sup>
f	7.40		5.05	58.9		RICHEY		B 59	f 12.18		f 11.59
				58.9		Mo. Pac. Crossing					
				55.3		Mo. Pac. Interlocker					
s	8.00		5.15	55.1		MOODY	MO	B 55	s 12.10 <sup>PM</sup>		s 11.40
				50.0		A. T. & S. F. Crossing					
s	8.30		5.30	49.8	D	NEOSHO FALLS	NF	B 50	s 11.58		s 11.15
s	9.00		5.45	44.2	D	PIQUA	G	B 45	s 11.45		s 10.45
				44.2		Mo. Pac. Crossing					
s	10.00	90	6.05	35.1	D	HUMBOLDT	HM	B 35	s 11.25		s 10.00
	10.20		6.15	30.5		PETROLIA		B 31	f 11.15		s 9.30
				26.8		A. T. & S. F. Crossing					
s	11.05	20	6.35	25.9	D	CHANUTE	U	B 26	s 11.05	91	s 9.00
				23.7		A. T. & S. F. Crossing					
s	12.01 <sup>PM</sup>		6.55	16.9		URBANA		B 17	s 10.48		s 7.35
s	12.35		7.10	10.5	D	GALESBURG	A	B 11	s 10.28		s 7.15
f	1.15		7.20	5.1		LADORE		B 5	f 10.15		f 6.45
				1.1		M., K. & T. Crossing					
			7.30	0.6	N	NORTH YARD	SY	386	10.05		6.30 <sup>AM</sup>
			7.35 <sup>PM</sup>	0.0	N	PARSONS	Leave D	387	10.00 <sup>AM</sup>		
	95	91	19	156.8		Average speed per hour.....			20	90	96
	11.5	9.7	22.4						22.4	10.0	11.6

North and East bound trains are superior to South and West bound trains of same class, except No. 19 is superior to No. 24 and 30 and No. 29 is superior to No. 20 North Yard to Parsons.

Nos. 91, 90, 95 and 96, carry passengers.

#### FLAG STOPS

Austin No. 19 and 20.  
 Haucke Nos. 19, 20, 95 and 96  
 Blue Nos. 19, 20, 95 and 96.  
 Throck Nos. 19, 20, 90 and 91  
 Olson Nos. 19 and 20.  
 Wayman Nos. 19 and 20.

	Car Mile Cap'y	Station No.
Olson	146.4 14	B 146
Haucke	116.4 22	B 116
Wayman	101.0 4	B 101
Blue	85.4 4	B 85
Throck	61.2 5	B 61
Carmean	56.2 5	B 56
Lorton	39.0 11	B 39
Austin	22.0 0	B 22

#### Location of Water Stations

Junction City  
 Skiddy  
 Council Grove  
 Emporia  
 Burlington  
 Neosho Falls  
 Chanute

Automatic Signals protecting Neosho junction to Kansas City division Main Line are Number 135.5 and 136.2 indicator must be observed at junction before operating switch.

These block signals do not interfere with Railroad Junctions Rules.

West Bound

HOLDEN DIVISION

East Bound

7

FOURTH CLASS		SECOND CLASS		Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920			Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
95 Way Freight Daily Except Sunday		37 Passenger Daily Except Sunday			Leave	Arrive				38 Passenger Daily Except Sunday		96 Way Freight Daily Except Sunday	
	7.00AM		6.50AM		SEDALIA	PRWCTOY		4.20PM		4.10PM			
					Via Sedalia Division								
	7.50AM		7.20AM	243.8	N Lv.	BRYSON KC Ar.	244	Jct. PRY	3.35PM		2.50PM		
	8.10		7.34	250.0		SUTHERLAND	E 6	12	3.22		2.25		
	8.30		7.46	255.7	D	LEETON B	E 12	20	3.11		1.50		
	8.43		7.53	258.8		POST OAK	E 15	N 18 S 18 W	3.02		1.25		
	9.05		8.07	264.7	D	CHILHOWEE CW	E 21	17	2.48		1.00		
	9.27		8.19	269.4		MANGOLIA	E 26	20	2.37		12.30		
	9.55		8.37	276.2	D	HOLDEN HN	E 32	26	2.20		12.01PM		
	10.30		9.05	287.0		GUN CITY	E 43	18 W	1.47		11.20		
	10.50 <sup>96</sup>		9.15	290.7	D	EAST LYNNE YN	E 48	36	1.35		10.50 <sup>95</sup>		
						Mo. Pac. Crossing Interlocker							
	11.25		9.35	297.5	D	HARRISONVILLE HA	E 54	29	1.21		10.15		
				298.0		St. L.-S. F. Crossing K. C. C. & S. Crossing							
	11.50		9.55 <sup>96</sup>	306.8	D	FREEMAN RA	E 63	22 W	12.55		9.55 <sup>37</sup>		
	12.38 <sup>96</sup>		10.07	311.4	D	WEST LINE NE	E 68	6	12.38 <sup>95</sup>		9.17		
	12.50		10.17	315.2		OLDS	E 71	7	12.30		8.55		
	1.10		10.22	316.8	D	LOUISBURG UI	E 73	24	12.27		8.45		
	1.25		10.36	322.6		SOMERSET	E 78	18	12.12 <sup>96</sup>		8.15		
				329.9		Mo. Pac. Interlocker							
	1.50		10.55	330.1		PAOLA "A"	E 86	Yard	11.55		7.40		
				330.4		St. L.S. F. Crossing							
	2.10 <sup>96</sup>		11.05AM	330.5	N Ar.	PAOLA "D" PD Lv.	A 43	Yard RCTW	11.50AM		7.35AM		
	95		37						38		96		
	14.4		24.3			103.4			22.0		12.0		
						Average speed per hour							

No. 37 is superior to No. 38.

Nos. 95 and 96 carry passengers.

Nos. 37, 38, 95 and 96 stop on flag at Prettyman.

Nos. 37 and 38 stop on flag at Fenwick.

Sedalia Division Time Table governs between Sedalia and Bryson.

Mile Car Capacity Station No.

Brooks	299.7	3	E 56
Prettyman	302.8	3	E 59



North and East bound trains are superior to South and West bound trains of same class.

West Bound

IOLA BRANCH

East Bound

SECOND CLASS				Distance from Kansas City	Time Table No. 5 Effective 12:01 A. M. January 11, 1920				Station Numbers	Car Capacity, Passing Tracks, Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS			
35 Mixed					94.64	STATIONS					A 95	A Yard TCWP	34 Mixed	
Daily Except Sunday				9.30 <sup>AM</sup>		Leave N	7.5	MORAN	Arrive MN	7			48	8.15 <sup>AM</sup>
				102.11	D	2.4	LA HARPE	RA	T	20	8.48			
				104.48	D	3.1	GAS	S	T	25	8.40			
				107.92	D Ar	3.1	IOLA	Lv OA	T	44	8.30 <sup>AM</sup>			
35					13.3						34			
16.0					Average speed per hour.....						16.0			

North and East bound trains are superior to South and West bound trains of same class.

Grace Mile Car Cap'y Station Number  
96.6 3 T 2

All trains will come to full stop before crossing Electric Line 1.4 miles east of Iola.

West Bound

EL DORADO BRANCH

East Bound

FOURTH CLASS			SECOND CLASS		Distance from St. Louis	Time Table No. 5 Effective 12:01 A. M. January 11, 1920				Station Numbers	Car Capacity, Passing Tracks, Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
51 Mixed			21 Mixed			STATIONS						22 Mixed		52 Mixed	
Daily			Daily Except Sunday		323.2	Leave	7.1	EL DORADO SPRINGS	Arrive	F 14	Y	11.30 <sup>AM</sup>	Daily Except Sunday		
			12.25 <sup>PM</sup>	8.00 <sup>AM</sup>	316.1	F	7.1	DEDERICK	F	7		11.10		7.15	
			1.05	8.45	311.8	F	4.3	HANDLEY	F	3		10.55		7.00	
			1.15 <sup>PM</sup>	9.00 <sup>AM</sup>	309.3	Ar	2.5	WALKER	WR Lv	309	PY	10.40		6.50 <sup>AM</sup>	
			1.45 <sup>PM</sup>	9.20 <sup>AM</sup>		Arrive	7.8	NEVADA	NA		PVCW	10 20 <sup>AM</sup>		6 30 <sup>AM</sup>	
51			21		21.3						22		52		
15.6			13.9		Average speed per hour.....						15.6		15.6		

North and East bound trains are superior to South and West bound trains of same class.

No. 52 is Superior to No. 21.

El Dorado Branch Train and Enginemen will be governed by Sedalia Division time table between Walker and Nevada.





## SPECIAL INSTRUCTIONS

"Each time table from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division at the leaving time at their initial stations on such division. But when a schedule of a preceding time table corresponds in number, class, day of leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

"Schedules on each division date from their initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division."

All Third Class, Fourth Class and Extra Trains will approach Moran with train under control, expecting to find Iola Branch Trains using main track.

Passing track car capacity is exclusive of Engine and Caboose.

Third and fourth class and extra trains and yard engines will clear first class trains ten minutes

Engines backing up with or without train must not exceed fifteen miles per hour.

The maximum speed of trains entering and leaving main line turnouts, passenger trains twenty and freight trains fifteen miles per hour.

Explanation of Symbols:—C, Coal; O, Track Scales; P, Telephone; R, Register Station; T, Turn Table; W, Water; Y, Wye; D, Day Telegraph Office; N, Day and Night Telegraph Office; NO, Night Telegraph Office only.

Maximum Speed, Passenger Trains 60 miles per hour Freight Trains 25 miles per hour

Except Between									
Iola Branch	"	"	50	"	"	"	"	20	"
Neosho Division	"	"	40	"	"	"	"	20	"
Eldorado Branch	"	"	30	"	"	"	"	20	"
Holden Division	"	"	40	"	"	"	"	20	"
Thru Centerville, Kansas	"	"	40	"	"	"	"	20	"
M. P. A-48 to A-49	"	"	40	"	"	"	"	18	"

Trains will not exceed six miles per hour through city limits of Clinton and Chilhowee Ten miles per hour through Americus. Twelve miles per hour through Nevada. Fifteen miles per hour through Sedalia, Montrose, Appleton City, Rockville, Schell City, Walnut, Council Grove, Windsor, Green Ridge, Walker, Harwood, Gas, Iola, Parker-ville, Emporia, Burlington, Chanute, Hepler.

### WATCH INSPECTORS

Bischel Bros., Sedalia, Mo.	W. G. Glick, Junction City, Kansas.
Campbell Jewelry Co., Kansas City, Mo.	J. V. Merchant, Iola, Kansas.
J. S. Pfeiffer, Parsons, Kansas.	W. W. Phillips, Moran, Kansas.
M. F. Kohler, Parsons, Kansas.	J. W. Talbot, Nevada, Mo.

STANDARD CLOCKS: Sedalia, Nevada, Parsons, Paola, Glen Park, North Yard, Junction City, Moran, and Kansas City, Union Station.

TRAIN REGISTER STATIONS—Shown in full face type.

BULLETIN BOOKS: Sedalia, Yard Office, Dispatcher's Office and Round House Office; Nevada, Telegraph Office; Parsons, Dispatcher's Office; North Yard, Yard Office and Round House Office; Glen Park, Yard Office and Round House Office; Iola Telegraph Office; Moran, Telegraph Office; Junction City, Telegraph Office and Round House Office.

## EXTRACTS FROM RULING OF THE KANSAS STATE BOARD OF RAILROAD COMMISSIONERS.

Trains carrying passengers exclusively, or passenger mail, or express shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in the case of crossing within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at least two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class trains shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

NOTE.—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train, or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing.

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet. *Provided*, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derauling apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossing with their trains under full control.

J. B. McCAFFREY,  
Train Master.

J. B. WALSH,  
Train Master.

J. H. LITTLE,  
Train Master.

H. B. LOOMIS,  
Road Foreman of Engines.

### DISPATCHERS

C. W. Bates,  
Chief Dispatcher  
A. V. Raby,  
Asst. Chief Dispatcher

H. L. Bender  
G. R. Hillman  
U. Moore

J. W. Athy  
E. H. Smith  
S. W. Rheems  
J. H. Birks



## TONNAGE RATING

Engine Percents	20	21	22	23	25	26	27
STATIONS	Rating	Rating	Rating	Rating	Rating	Rating	Rating
<b>KANSAS CITY DIVISION</b>							
387 to A43.....	600	640	680	720	740	760	800
A43 to A3.....	780	830	870	930	950	990	1040
A3 to 387.....	600	640	680	720	740	760	800
When Tonnage is available handle Excess A95 to 387							
<b>IOLA BRANCH</b>							
A95 to T14.....	600	640	680	720	740	760	800
T14 to A95.....	600	640	680	720	740	760	800
<b>NEOSHO DIVISION</b>							
387 to B68.....	740	760	800	820	820	860	900
B68 to B120.....	830	860	900	920	960	1000	1050
B120 to B138.....	740	760	800	820	860	900	1000
B138 to B157.....	500	520	545	560	590	620	775
B157 to B138.....	500	520	545	560	590	620	650
B138 to B26.....	830	850	870	900	930	1000	1040
B26 to 387.....	720	740	760	790	850	890	930
<b>SEDALIA DIVISION</b>							
387 to 227.....	800	840	880	920	960	1000	1040
227 to 387.....	800	840	880	920	960	1000	1040
<b>ELDORADO BRANCH</b>							
F14 to 317.....	620	680	700	740	780	820	860
317 to F14.....	600	640	680	720	760	800	840

## TONNAGE RATING

Engine Percents	30	44	54	60
STATIONS	Rating	Rating	Rating	Rating
<b>KANSAS CITY DIVISION</b>				
387 to A43.....	930	1550	1800	1925
A43 to A3.....	1200	2000	2500	2700
A3 to 387.....	930	1550	1800	1925
When Tonnage is available handle Excess A95 to 387				
<b>IOLA BRANCH</b>				
A95 to T14.....	930	1400	1720	2650
T14 to A95.....	930	1400	1720	2650
<b>NEOSHO DIVISION</b>				
387 to B68.....	1025	1600		
B68 to B144.....	1100	1450		
B144 to B157.....	755	1100		
B157 to B138.....	755	1100		
B138 to 387.....	1075	1600		
<b>SEDALIA DIVISION</b>				
387 to 227.....	1160	1500	1875	2050
227 to 387.....	1160	1500	1875	2050
<b>ELDORADO BRANCH</b>				
F14 to 317.....	980			
317 to F14.....	980			
<b>HOLDEN DIVISION</b>				
Engine Percents	20	27	30	
227 to E32.....	760	1020	1160	
E32 to E66.....	500	700	770	
E66 to E32.....	500	740	825	
E32 to 227.....	760	1020	1160	

## SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	1/2 Mile	1/4 Mile	1 Mile		1/2 Mile	1/4 Mile	1 Mile
Miles	M S	M S	M S	Miles	M S	M S	M S
10	1 30	3 0	6 00	36	0 25	0 50	1 40
11	1 21	2 43	5 27	37	0 24	0 48	1 37
12	1 15	2 30	5 00	38	0 23	0 47	1 34
13	1 09	2 18	4 37	39	0 23	0 46	1 32
14	1 04	2 08	4 17	40	0 22	0 45	1 30
15	1 00	2 00	4 00	41	0 21	0 43	1 27
16	0 56	1 52	3 45	42	0 21	0 42	1 25
17	0 52	1 46	3 31	43	0 20	0 41	1 23
18	0 50	1 40	3 20	44	0 20	0 40	1 21
19	0 47	1 34	3 09	45	0 20	0 40	1 20
20	0 45	1 30	3 00	46	0 19	0 39	1 18
21	0 42	1 25	2 51	47	0 19	0 38	1 16
22	0 40	1 21	2 43	48	0 18	0 37	1 15
23	0 39	1 18	2 36	49	0 18	0 36	1 13
24	0 37	1 15	2 30	50	0 18	0 36	1 12
25	0 36	1 12	2 24	51	0 17	0 35	1 10
26	0 34	1 09	2 18	52	0 17	0 34	1 09
27	0 33	1 06	2 13	53	0 17	0 34	1 07
28	0 32	1 04	2 08	54	0 16	0 33	1 06
29	0 31	1 02	2 04	55	0 16	0 32	1 05
30	0 30	1 00	2 00	56	0 16	0 32	1 04
31	0 29	0 58	1 56	57	0 15	0 31	1 03
32	0 28	0 56	1 52	58	0 15	0 31	1 02
33	0 27	0 54	1 49	59	0 15	0 30	1 01
34	0 26	0 53	1 45	60	0 15	0 30	1 00
35	0 25	0 51	1 42				

**United States Railroad Administration**

Walker D. Hines, Director General of Railroads

**Missouri, Kansas & Texas  
Railroad**

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**PARSONS District**

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**EMPLOYES' TIME TABLE**

**No. 5**

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Effective

**SUNDAY, JAN. 11, 1920**