

# MISSOURI, KANSAS & TEXAS RAILWAY

CHARLES E. SCHAFF, Receiver

SAFETY

FIRST

PARSONS DISTRICT

EMPLOYEES TIME TABLE NO. 1-A



EFFECTIVE SUNDAY, JANUARY 9, 1921

AT 12:01 O'CLOCK A. M. CENTRAL STANDARD TIME

Superseding Previous Time Tables and Supplements

THIS TIME TABLE IS FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

S. B. MOORE,  
Superintendent.

A. S. JOHNSON,  
General Manager.

W. M. WHITENTON,  
Assistant Chief Operating Officer

C. N. WHITEHEAD,  
Chief Operating Officer



Westward Trains

SEDALIA DIVISION

Westward Trains

FOURTH CLASS				THIRD CLASS		Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 9, 1921	Car Capacity Passing Tracks Fuel, Water Turn Table, Telephone, Track Scales, Wye	FIRST CLASS		SECOND CLASS			
93 Way Tues., Thurs. Saturday	371 Way Daily	91 Way Mon., Wed. Friday	75 Tanks Daily	73 K F F Daily	71 Mdse. Daily				STATIONS	5 Flyer Daily	3 Limited Daily	7 Passenger Daily	37 Mixed Daily Except Sunday	23 Mixed Daily Except Sunday
	2.40PM	8.30AM	8.15AM	8.00PM	2.30PM	227.1	Leave N SEDALIA Leave X	COPYW Yard	3.30AM	3.30PM	7.35AM	7.45AM		
						227.7	0.6 Mo. Pac. Crossing							
	2.50	8.40	8.25	8.10	2.40	230.8	3.1 POWELL	P 97	3.36	3.36	7.42	7.55		
	3.05	8.50	8.40	8.25	2.55	236.1	5.3 CAMP BRANCH	P 58	3.44	3.44	7.52	8.08		
	3.15 <sup>90</sup>	9.05	8.50	8.35	3.05 <sup>90</sup>	239.2	3.1 GREEN RIDGE	D P 97	3.49	3.50	8.02	8.18		
	A 3.25PM	9.20	9.05	8.45 <sup>74</sup>	3.15 <sup>90</sup>	243.8	4.6 BRYSON	N KC PY 30	3.56 <sup>370</sup>	3.58	8.12	A 8.30AM		
		9.45	9.15	8.55	3.25	247.8	4.0 WINDSOR	D WI P 97	4.02	4.07	8.22			
		10.20 <sup>72</sup>	9.35	9.15	3.42	255.5	7.7 CALHOUN	D CO PW 57	4.14	4.20	8.38			
		10.35	10.05 <sup>72</sup>	9.26	3.52	259.7	4.2 LEWIS	D ES P 112	4.19	4.28	8.48			
		10.50 <sup>4</sup>	10.30 <sup>90</sup>	9.45	4.10 <sup>8</sup>	266.6	5.7 St. L.—S. F. Crossing Interlocker	N						
		1.00PM				267.1	1.2 CLINTON	PO 55	4.32	4.45	9.05			
		1.45	10.55	10.05	4.30	273.4	0.5 K. C. C. & S. Interlocker	N C						
		2.45	11.29 <sup>4</sup>	10.25	4.50	280.2	6.3 LADUE	D DY PW 94	4.43 <sup>70</sup>	4.56	9.20 <sup>72</sup>			
		3.29 <sup>8</sup>	11.55	10.40	5.05	285.7	6.8 MONTROSE	D MS P 97	4.54	5.08	9.35 <sup>90</sup>			
	L 9.15AM	A 4.00PM	12.45PM	11.00 <sup>6</sup>	5.30 <sup>74</sup>	288	5.5 APPLETON CITY	D PN P 84	5.03	5.20	9.50			
	9.30		1.10	11.30	5.55	294.5	2.2 LINDALE	N ND PCYW 218	5.09	5.30 <sup>71</sup>	10.00			
	9.45		1.25	11.45	6.10	298.4	6.6 ROCKVILLE	D RK P 39	5.18	5.43	10.12			
	10.00		1.40	12.01AM	6.30	303.5	3.9 SCHELL CITY	D SC PW 97	5.24	5.50	10.25			
	10.35 <sup>4</sup>		1.55	12.20	6.50	309.3	5.1 HARWOOD	D WD P 55	5.31	6.00	10.45 <sup>4</sup>			
	11.00		2.25 <sup>8</sup>	12.40	7.10	317.1	5.8 WALKER	N WR PY 97	5.39	6.10	10.57	L 9.00AM	L 4.10PM <sup>74</sup>	
	11.15		2.45	1.00 <sup>70</sup>	7.30	323.4	7.4 Mo. Pac Junction							
	11.25		3.20 <sup>74</sup>	1.10	7.41	326.9	0.4 NEVADA	N NA PYW Yard	5.53	6.27	11.18	A 9.20AM	A 4.25PM	
	11.40		3.35	1.25	7.55	331.2	6.3 ELLIS	P 82	6.03	6.38	11.30			
						337.4	3.5 DEERFIELD	D DH P 97	6.08 <sup>72</sup>	6.43	11.40			
						337.6	4.3 EVE	D CN P 45	6.15	6.49	11.50			
						338.2	6.2 St. L.—S. F. Crossing							
	12.01PM <sup>7</sup>		4.00	2.00	8.30	338.2	0.2 Mo. Pac. Crossing	N						
	1.45 <sup>8</sup>					339.1	0.6 FORT SCOTT	N FS PW Yard	6.28	7.10	12.10PM <sup>92</sup>			
						345.2	0.9 Mo. Pac. Interlocker							
	2.10 <sup>74</sup>		4.20	2.30	9.08 <sup>6</sup>	345.2	6.1 RONALD	P 98	6.38	7.22	12.22			
	2.30		4.40	2.55	9.35	351.1	5.9 HIATTVILLE	D HI P 99	6.46	7.32	12.35			
	3.00		5.00	3.25	9.50	358.0	6.9 HEPLER	D PR PW 70	6.55	7.43	12.55 <sup>8</sup>			
						365.0	7.0 A. T. & S. F. Interlocker							
	3.25		5.20	4.05 <sup>72</sup>	10.10 <sup>70</sup>	365.0	0.0 WALNUT	N WA P 71	7.06	7.53	1.10 <sup>74</sup>			
	3.55		5.40	4.25	10.30	372.9	7.9 ST. PAUL	D OM PW 99	7.17	8.03	1.25			
	4.20		5.55	4.40	10.50	379.5	6.6 SOUTH MOUND	N OF P 99	7.28	8.15 <sup>6</sup>	1.35			
	4.30		6.05	4.50	11.00	382.6	3.1 CUT OFF	P	7.33	8.19	1.40			
	5.00PM		6.30PM	5.10AM	11.30PM	386.0	3.4 NORTH YARD	N Ar SY						
						386.6	0.6 PARSONS	N	7.45AM	8.30PM	1.50PM			
<b>93</b>	<b>371</b>	<b>91</b>	<b>75</b>	<b>73</b>	<b>71</b>		159.5		<b>5</b>	<b>3</b>	<b>7</b>	<b>37</b>	<b>23</b>	<b>53</b>
12.6	22.3	8.1	15.5	17.3	17.7		Average speed per hour		37.6	31.9	25.5	22.3	23.4	24.6

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

Nos. 20, 23, 50, 53, 37, 38, 370 and 371, 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.

No. 3 stop at Greenridge, Calhoun, Montrose, Appleton City, Rockville and Shell City to discharge passengers from east of Sedalia and stop at Hiattville, Hepler, Walnut and St. Paul to discharge passengers from Ft. Scott and beyond.

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.



Eastward Trains

SEDALIA DIVISION

Eastward Trains

**Time Table No.1-A**  
Effective 12:01 A. M.  
January 9, 1921

SECOND CLASS				FIRST CLASS		STATIONS	Station Numbers	THIRD CLASS		FOURTH CLASS				
50 Mixed	20 Mixed	38 Mixed	8 Passenger	6 Flyer	4 Limited			72 Meat	70 K. F. F.	74 Through	370 Way	92 Way	90 Way	
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Mon. Friday	Wed. Saturday	Tues. Thur.
		2.25PM	6.00PM	12.45AM	1.10PM	Arrive N <b>SEDALIA</b> 0.6 Mo. Pac. Crossing	227	12.01PM	7.20AM	10.00PM	5.00AM		4.20PM	
		2.13	5.42	12.35	1.00	3.1 <b>POWELL</b> 5.3	231	11.40	7.03	9.40	4.45		4.00	
		f 2.02	f 5.31	12.27	12.52	3.1 <b>CAMP BRANCH</b> 4.6	236	11.25	6.50	9.20	4.30		f 3.44 3	
		s 1.51	s 5.22	12.22	12.45	4.6 <b>GREEN RIDGE</b> 4.0	239	11.15	6.40	9.05	4.15		s 3.15 371 3.05 71	
		L 1.40PM	s 5.10	12.15	12.37	4.0 <b>BRYSON</b> 7.7	244	11.00	6.25	8.45 73	L 3.56AM 5		s 2.40	
			s 5.00	12.08AM	s 12.29	4.2 <b>WINDSOR</b> 5.7	248	10.45	6.10	8.20			s 2.25	
			s 4.40	11.57	12.14	1.2 <b>CALHOUN</b> 0.5	255	10.20 91	5.45	7.50			s 1.55	
			s 4.28 3	11.50	12.07PM	6.3 <b>LEWIS</b> 6.8	260	10.05 75	5.30	7.30			s 1.25	
			s 4.10 71	11.40	s 11.55 91	1.2 N St. L.—S. F. Crossing Interlocker 0.5 <b>CLINTON</b>	267	9.40	5.05	7.05			s 1.00PM 4 10.10 75	
			s 3.52	11.22	11.40	6.3 N K. C. C. & S. Interlocker 6.8 <b>LADUE</b>	273	9.20 7	4.43 5	6.40			s 9.55	
			s 3.41	11.13	11.29 75	5.5 <b>MONTROSE</b>	280	9.00	4.05	6.20			s 9.35 7	
			s 3.29 91	11.05	11.19	2.2 <b>APPLETON CITY</b>	286	8.40	3.40	6.00			s 9.00	
			s 3.20	11.00 73	11.15	6.6 <b>LINDALE</b>	288	8.30	3.30	5.30 3 71		A 4.20PM	L 8.45AM	
			s 3.08	10.45	11.01	3.9 <b>ROCKVILLE</b>	294	7.50	2.25	5.00		s 4.00		
			s 3.00	10.39	10.55	5.1 <b>SCHELL CITY</b>	298	7.35	2.10	4.40		s 3.30		
			s 2.50	10.30	10.45 7	5.8 <b>HARWOOD</b>	303	7.20	1.55	4.25		s 3.10		
A 6.50AM	A 1.00PM		s 2.40	10.20	10.35 93	7.4 <b>WALKER</b> 0.4 Mo. Pac. Junction	309	7.05	1.40	4.10 53		s 2.55		
L 6.30AM	L 12.45PM		s 2.25 75 92	10.05	s 10.20	6.3 <b>NEVADA</b>	317	6.40	1.15	3.45		s 2.25 8 75		
			f 2.07	9.50	10.02	3.5 <b>ELLIS</b>	323	6.23	1.00 73	3.30		f 1.55		
			s 2.01	9.45	9.57	4.3 <b>DEERFIELD</b>	327	6.08 5	12.15AM	3.20 75		s 1.45		
			s 1.52	9.38	9.50	6.2 <b>EVE</b> 0.2 St. L.—S. F. Crossing	331	5.40	11.59	3.05		s 1.30		
			s 1.33 93	9.25	s 9.35	0.6 Mo. Pac. Crossing 0.9 <b>FORT SCOTT</b>	338	5.20	11.30	2.35		s 1.00PM 7 11.05		
			f 1.15	9.08 71	9.20	6.1 Mo. Pac. Interlocker 5.9 <b>RONALD</b>	345	5.00	11.05	2.10 93		f 10.50		
			s 1.07	9.00	9.11	6.9 <b>HIATTVILLE</b>	351	4.45	10.50	1.55		s 10.35		
			s 12.55 7	8.50	9.00	7.0 <b>HEPLER</b> 0.0 A. T. & S. F. Interlocker	358	4.25	10.30	1.35		s 10.10		
			s 12.40	8.39	8.48	7.9 <b>WALNUT</b>	365	4.05 73	10.10 71	1.10 7		s 9.40		
			s 12.28	8.28	8.33	6.6 <b>ST. PAUL</b>	373	3.45	9.40	12.45		s 9.15		
			s 12.16	8.15 3	8.23	3.1 <b>SOUTH MOUND</b>	380	3.30	9.30	12.30		s 8.50		
			12.09	8.07	8.17	3.4 <b>CUT OFF</b>	383	3.20	9.20	12.20		s 8.40		
			12.01PM	8.00PM	8.10AM	0.6 <b>NORTH YARD</b> Lv: SY	386	3.00AM	9.00PM	12.01PM		s 8.30AM		
						0.6 <b>PARSONS</b> DS W	387							
50	20	38	8	6	4	159.5		72	70	74	370	92	90	
23.4	31.1	22.3	26.6	34.2	31.9	Average speed per hour.....		17.7	15.4	15.9	16.7	12.9	8.1	

No. 4 stop at St. Paul, Walnut, Schell City, Rockville, Appleton City, Montrose, and Calhoun to discharge passengers from beyond Parsons and pick up passengers for points east of Sedalia.

Nos. 20, 23, 50, 53, 37, 38, 370 and 371 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.

Mile	feet
260.8	1815
279.13	1461
279.53	1100
286.83	9980
318.33	1159
320.3	862
337.24	1814
337.65	790
347.7	3000

- Spangler-Miller Coal Co. ....
- Teho Coal Co. ....
- Montrose Coal Co. ....
- Liberty Coal Co. ....
- Daly Brick Plant. ....
- Daly Shale Spur. ....
- Borden Plant. ....
- Brick Plant Spur. ....
- Hollister. ....

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.



Southward Trains

KANSAS CITY DIVISION

Southward Trains

FOURTH CLASS		THIRD CLASS		Distance from Kansas City	Time Table No. 1-A Effective 12:01 A. M. January 9, 1921	Car Capacity Passing Tracks Fuel, Water, Turn Table Telephone Track Scales, Wye	FIRST CLASS		SECOND CLASS		
99 Way	275 Tanks	273 K. F. F.	271 Mdse.				23 Limited	27 Passenger	29 Passenger	19 Neosho Passenger	
Tues. Saturday	Thur.	Daily	Daily	Daily	Leave	TCWOP	Daily	Daily	Daily	Daily	
				.0	<b>KANSAS CITY</b>		4.30PM	9.15PM	10.30AM		
		11.00AM	11.00PM	2.6	Leave N <b>GLEN PARK</b> Ky						
					Joint Track with St. L.—S. F. Ry						
	7.30AM	1.30PM	1.00AM	9.30PM 274	43.1	Lv. N <b>PAOLA</b> PD Lv	TCWP Yard	5.40PM	10.25PM	11.40AM	
					43.4	Mo. Pac. Interlocker					
	7.45	1.50	1.12	9.42	46.5	3.1 <b>KOCH</b>	64 P	5.52	10.35 270	11.53	
f	8.00	2.10 98	1.25	9.55	49.9	3.4 <b>BANGOR</b>	112 P	5.59	10.42	f 12.03PM 24	
s	8.20	2.30	1.40	10.10 270	54.6	4.7 <b>BEAGLE</b> B	94 P	6.08	10.53	s 12.16	
s	8.47	2.55	2.06	10.30	61.6	7.0 <b>PARKER</b> H	N 100 P	6.22	11.08 30	s 12.30	
f	9.00	3.08	2.17	10.36	64.6	3.0 <b>GOODRICH</b>	8 P	6.26	11.14	f 12.36	
f	9.10 272	3.20	2.25	10.45 30	66.8	2.2 <b>FINDLAY</b>	98 P	6.30	11.19	f 12.42	
f	9.25	3.32	2.36	10.57	70.0	3.2 <b>CENTERVILLE</b> C	33 WP	6.35	11.25	s 12.50	
f	9.40	3.44	2.46	11.05	72.7	2.7 <b>OAKWOOD</b>	32 P	6.40	11.32	f 12.56 98	
f	9.53	3.55	2.55	11.14	75.3	2.6 <b>VANCE</b>	100 P	6.44	11.38	f 1.02	
s	10.10	4.08	3.07	11.23	78.5	3.2 <b>SELMA</b> AU	12 P	6.48	11.44	s 1.09	
					78.6	0.1 Mo. Pac. Interlocker					
					82.7	4.1 Mo. Pac. Interlocker					
s	10.30 24	4.25	3.22	11.55 27	82.8	0.1 <b>KINCAID</b> KI	100 P	6.55 274	11.55 271	s 1.20	
s	10.47	4.44	3.37	12.13AM	87.0	4.2 <b>MILDRED</b> MR	93 P	7.01	12.03AM	s 1.30	
s	10.55	4.53	3.44	12.22	89.0	2.0 <b>BAYARD</b>	44 P	7.05	12.07	f 1.35	
s	11.20	5.15	4.05	12.40	94.7	5.7 <b>MORAN</b> MN	CWP Yard	s 7.20	s 12.20	s 1.50	
					94.8	0.1 Mo. Pac. Interlocker					
	11.38	5.35 274	4.16	12.55	99.0	4.2 <b>ARDEN</b>	58 P	7.27	12.28	2.00	
s	11.55	5.50	4.35 28	1.10	103.4	4.4 <b>ELSMORE</b> UN	100 P	f 7.36	12.36	s 2.08	
s	12.10PM	6.00	4.50	1.20	106.4	3.0 <b>SAVONBURG</b> SG	73 P	f 7.45 270	12.42	s 2.16	
s	12.25	6.15	5.05	1.35	110.4	4.0 <b>STARK</b> DK	24 P	f 7.53	12.49	s 2.26	
s	12.35	6.25	5.15	1.42	112.6	2.2 <b>KIMBALL</b>	98 P	7.58	12.53	s 2.32	
					119.9	7.3 A. T. & S. F. Interlocker	RI				
s	1.05	6.55 270	5.50 272	2.05	120.6	0.7 <b>ERIE</b>	N 50 95 WP	s 8.15	s 1.06	s 2.50	
f	1.30	7.15	6.05	2.20	126.3	5.7 <b>HERTHA</b>	23 P	8.25 30	1.15	f 3.00	
f	1.50	7.27	6.15	2.35	130.6	4.3 <b>DUDLEY</b>	99 P	8.31	1.21	f 3.09	
	2.15	7.45	6.30	2.45	133.7	3.1 M. K., & T. Crossing		8.35	1.26	3.14 274	
	2.30PM	8.00PM	7.00AM	3.30AM	136.2	2.5 Arrive N <b>NORTH YARD</b> SY	Yard P			Lv 7.15PM	
					136.8	0.6 N <b>PARSONS</b> DS, W Arrive	COTWYP Yard	8.45PM	1.35AM	3.25PM	
						136.8				7.25PM	
	<b>99</b>	<b>275</b>	<b>273</b>	<b>271</b>				<b>23</b>	<b>27</b>	<b>29</b>	<b>19</b>
	12.4	14.8	16.7	14.9				32.1	31.5	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. 23 stop Mildred discharge passengers from Kansas City.

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.

Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified. 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. 1-A Effective 12:01 A. M. January 9, 1921	Station Numbers	THIRD CLASS			FOURTH CLASS		
20 Neosho Passenger	30 Passenger	24 Limited	28 Passenger			272 Meat	274 Stock	270 K. F. F.	98 Way		
Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Mon. Friday	Wed.	
	1.05AM		1.35PM	7.45AM	Arrive <b>KANSAS CITY</b> 2.6	A 0					
					N <b>GLEN PARK</b> KY Ar. Joint Track with St. L.-S. F. Ry.	A 3	1.00PM	1.00AM	2.00AM		
	11.50PM		12.25PM	6.40AM	N Ar. <b>PAOLA</b> PD Ar. Mo. Pac. Interlocker	A 43	10.45AM	9.30PM 271	11.00PM	2.45PM	
	11.34		12.10	6.26	3.1 <b>KOCH</b>	A 47	10.30	9.15	10.35 27	2.25	
f	11.27		12.03PM 29	6.19	3.4 <b>BANGOR</b>	A 50	10.15	9.00	10.20	f 2.10 275	
f	11.20		11.50	6.12	4.7 <b>BEAGLE</b> B	A 55	10.00	8.45	10.10 271	s 1.55	
s	11.08 27		11.29	6.00	7.0 <b>PARKER</b> H	A 62	9.30	8.20	9.50	s 1.30	
f	10.52		11.19	5.53	3.0 <b>GOODRICH</b>	A 65	9.19	8.10	9.40	f 1.22	
	10.45 271		11.13	5.48	2.2 <b>FINDLAY</b>	A 67	9.10 99	8.00	9.35	f 1.15	
f	10.37		11.05	5.41	3.2 <b>CENTERVILLE</b> C	A 70	8.55	7.50	9.25	s 1.05	
f	10.30		10.56	5.36	2.7 <b>OAKWOOD</b>	A 73	8.45	7.40	9.17	f 12.56 25	
	10.22		10.50	5.30	2.6 <b>VANCE</b>	A 75	8.35	7.28	9.10	f 12.40	
f	10.15		10.42	5.24	3.2 <b>SELMA</b> AU	A 79	8.20	7.15	9.02	s 12.25	
					0.1 Mo. Pac. Interlocker						
					4.1 Mo. Pac. Interlocker						
s	10.05		10.30 99	5.15	0.1 <b>KINCAID</b> KI	A 83	8.05	6.55 23	8.50	s 12.08PM	
f	9.55		10.20	5.07	4.2 <b>MILDRED</b> MR	A 87	7.48	6.31	8.40	s 11.50	
f	9.50		10.14	5.02	2.0 <b>BAYARD</b>	A 89	7.40	6.20	8.35	s 11.40	
s	9.40		10.00	4.50	5.7 <b>MORAN</b> MN	A 95	7.15	5.55	8.20	s 11.20	
					0.1 Mo. Pac. Interlocker						
	9.27		9.46	4.41	4.2 <b>ARDEN</b>	A 99	7.00	5.35 275	8.05	10.55	
f	9.17		9.38	4.35 273	4.4 <b>ELSMORE</b> UN	A 103	6.45	5.15	7.55	s 10.30	
f	9.10		9.30	4.30	3.0 <b>SAVONBURG</b> SG	A 106	6.35	5.05	7.45 23	s 10.15	
f	9.01		9.21	4.24	4.0 <b>STARK</b> DK	A 110	6.22	4.50	7.26	s 9.55	
f	8.56		9.15	4.20	2.2 <b>KIMBALL</b>	A 113	6.15	4.40	7.20	s 9.40	
					7.3 A. T. & S. F. Interlocker	RI					
s	8.38		8.55 98	4.06	0.7 <b>ERIE</b>	A 121	5.50 273	4.12	6.55 275	s 8.55 24	
f	8.25 23		8.45	3.55	5.7 <b>HERTHA</b>	A 126	5.35	3.50	6.40	f 8.25	
	8.13		8.38	3.47	4.3 <b>DUDLEY</b>	A 131	5.20	3.35	6.28	f 8.05	
	8.08		8.29	3.39	3.1 M., K. & T. Crossing	A 133.7	5.05	3.14 29	6.15	7.45	
A	10.05AM				2.5 <b>NORTH YARD</b> SY Lv.	A 136	4.45AM	3.00PM	6.00PM	7.30AM	
	10.00AM	8.00PM	8.20AM	3.30AM	0.6 N Lv. <b>PARSONS</b> W DS	387					
<b>20</b>	<b>30</b>	<b>24</b>	<b>28</b>		136.8		<b>272</b>	<b>274</b>	<b>270</b>	<b>98</b>	
7.2	27.4	26.0	32.1	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.

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.

Northward trains are superior to trains of the same class in the opposite direction unless otherwise specified.  
No. 19 is superior to No. 24 and 30 and No. 29 is superior to No. 20 North Yard to Parsons.



Southward Trains

NEOSHO DIVISION

Northward Trains

FOURTH CLASS		THIRD CLASS	SECOND CLASS		Distance from Parsons	Time Table No. 1-A Effective 12:01 A. M. January 9, 1921	Station Number	SECOND CLASS		THIRD CLASS	FOURTH CLASS							
95 Way	91 Way	471 Fast	19 Passenger	20 Passenger				470 Fast	90 Way	96 Way								
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily Except Sunday	Daily Except Sunday								
	6.15AM		5.30PM		156.8	Leave N	JUNCTION CITY	Arrive JN	B 157	5.00PM		5.15AM						
f	6.30		5.45	f	151.8	5.0	WREFORD		B 152	f 4.45		4.55	f	1.13	96			
s	7.05		6.10	s	143.8	8.0	SKIDDY	CU	B 144	s 4.22		4.35	s	12.45				
					137.9	5.9	C. R. I. & P. Interlocker											
s	7.30		6.30	s	137.6	0.3	WHITE CITY	WC	B 138	s 4.03		4.20	s	12.10PM				
f	7.55		6.45	f	132.6	5.0	PARKERVILLE	K	B 133	f 3.48		4.02	f	11.45				
f	8.05		7.00	f	130.1	2.5	SYLVAN PARK		B 130	f 3.40		3.50	f	11.15				
s	8.15		7.15	s	127.1	3.0	DOWNING		B 127	s 3.30		3.35	s	11.00				
s	9.00		8.15	s	120.0	7.1	COUNCIL GROVE	CG	B 120	s 3.10		3.15	s	10.20				
					119.9	0.1	Mo. Pac. Interlocker											
s	9.45	96	8.35	s	111.4	5.8	DUNLAP	D	B 112	s 2.55	19	2.25	s	9.45	95			
s	10.20		9.00	s	103.9	7.5	AMERICUS	MS	B 104	s 2.35		2.00	s	9.05				
s	10.45		9.30	s	95.2	8.7	EMPORIA	RD	B 96	f 2.10		1.30	s	8.30				
	11.45				94.9	0.3	A. T. S. & F. Interlocker											
f	12.01PM		9.55	f	88.0	6.9	WYCKOFF		B 88	f 1.32		12.55	s	7.55				
s	1.17	20	10.15	s	81.8	6.2	HARTFORD	HD	B 82	s 1.17	95	12.25	s	7.30				
s	1.35		10.35	s	75.5	6.3	STRAWN	RT	B 76	s 1.02		12.01AM	s	7.00				
A	2.00PM	L 7.00AM	11.15	A	67.8	7.7	BURLINGTON	BI	B 68	s 12.45		11.15	A 1.15PM	L 6.30AM				
					67.5	0.3	A. T. & S. F. Crossing											
					63.6	3.9	BRISTOL		B 64	f 12.27	90	10.45	f 12.27PM	20				
	f 7.20		11.30	f	58.9	4.7	RICHEY		B 59	f 12.18		10.30	f 11.59					
	f 7.40		11.45	f	58.9	0.0	Mo. Pac. Crossing											
					55.3	3.6	Mo. Pac. Interlocker											
					55.1	0.2	MOODY	MO	B 55	s 12.10PM		10.15	s 11.40					
	s 8.00		12.01AM	s	50.0	5.1	A. T. & S. F. Crossing											
					49.8	0.2	NEOSHO FALLS	NF	B 50	s 11.58		10.00	s 11.15					
	s 8.30		12.20	s	44.2	5.6	PIQUA	G	B 45	s 11.45		9.40	s 10.45					
	s 9.00		12.40	s	44.2	0.0	Mo. Pac. Crossing											
					35.1	9.1	HUMBOLDT	HM	B 35	s 11.25		9.10	s 10.00	91				
	s 10.00	90	1.10	s	30.5	4.6	PETROLIA		B 31	f 11.15		8.55	s 9.30					
	10.20		1.30	f	26.8	3.7	A. T. & S. F. Crossing											
					23.7	0.9	CHANUTE	U	B 26	s 11.05	91	8.40	s 9.00					
					23.7	2.2	A. T. & S. F. Crossing											
	s 12.01PM		2.25	s	16.9	6.8	URBANA		B 17	s 10.43		8.10	s 7.35					
	s 12.35		2.45	s	10.5	6.4	GALESBURG	A	B 11	s 10.28		7.50	s 7.15					
	f 1.15		3.00	f	5.1	5.4	LADORE		B 5	f 10.15		7.35	f 6.45					
					1.1	4.0	M., K. & T. Crossing											
	A 2.00PM	A 3.30AM			0.6	0.5	NORTH YARD	SY	386	10.05		L 7.15PM	L 6.30AM					
					0.0	0.6	PARSONS	Leave W	387	10.00AM								
<b>95</b>	<b>91</b>	<b>471</b>	<b>19</b>		156.8					<b>20</b>		<b>470</b>	<b>90</b>	<b>96</b>				
11.5	9.7	15.7	24.4		Average speed per hour.....					22.4		15.7	10.0	11.6				

Northward trains are superior to Southward 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.

	Mile	Car Cap'y	Station No.
Olson	146.4	14	B146
Haucke	116.4	22	B116
Wayman	101.0	4	B101
Blue	85.4	4	B85
Throck	61.2	5	B61
Carmean	56.2	5	B56
Lorton	39.0	11	B39
Austin	22.0	0	B22

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 Junction Rules.



Westward Trains

HOLDEN DIVISION

Eastward Trains

THIRD CLASS		SECOND CLASS		Distance from St. Louis	Time Table No.1-A Effective 12:01 A. M. January 9, 1921	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		THIRD CLASS	
371 Way		37 Mixed						38 Mixed		370 Way	
Daily		Daily Except Sunday						Daily Except Sunday		Daily	
	2.40PM		7.45AM		Leave SEDALIA	Arrive X	PRWCTOY	2 25PM		5.00 AM	
					16.7						
	3.25PM		s 8.30AM	243.8	N Lv. BRYSON	KC Ar.	244 Jct. PRY	s 1.40PM		3.55AM	
				250.0	6.2						
	4.05		s 9.20	255.7	D SUTHERLAND	B	E 6 12				
	4.20		s 9.35	258.8	5.7		E 12 20	s 1.00		2.55	
	4.45		s 10.10	264.7	3.1		E 15 N 18 S 18 W	s 12.25		2.35	
	5.00		s 10.30	269.4	D POST OAK	CW	E 21 17	s 12.01PM		2.15	
	5.30		s 11.00	276.2	5.9		E 26 20	s 11.30		1.55	
	6.05		s 11.30	287.0	D MAGNOLIA	HN	E 32 26	s 11.00	37	1.35	
	6.20		s 11.59	290.7	10.8		E 43 18 W	s 10.00		12.45	
					3.7		E 48 36	s 9.45		12.30	
					6.8						
	6.55		s 12.40PM	297.5	Mo. Pac. Crossing Interlocker		E 54 29	s 9.15		12.05AM	
				298.0	0.0						
	7.30		s 1.25	306.8	D HARRISONVILLE	RA	E 63 22 W	s 8.35		11.30	
	7.50		s 1.45	311.4	0.5		E 68 6	s 8.05		11.10	
				315.2	St. L.-S. F. Crossing K. C. C. & S. Crossing		E 71 7				
	8.15		s 2.20	316.8	8.8		E 73 24	s 7.40		10.50	
	8.35		s 2.40	322.6	4.6		E 78 18	s 7.10		10.30	
				329.9	D WEST LINE	NE					
	9.00		s 3.10	330.1	3.8						
				330.4	OLDS						
	9.30PM		3.30PM	330.5	1.6						
					Mo. Pac. Interlocker						
					0.2						
					D LOUISBURG	UI	E 86 Yard	s 6.50		10.10	
					5.8						
					0.3						
					St. L. S. F. Crossing						
					0.1						
					N Ar. PAOLA "D"	PD Lv.	A 43 Yard RCTW	6.45AM		10.00PM	
					103.4						
					Average speed per hour						
	371		37					38		370	
	15.1		13.2					13.6		14.8	

Nos. 37, 38, 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
Fenwick 283.8	0	E 39
Wea Spur 326.6	9	E 82

Eastward trains are superior to trains of the same class in the opposite direction unless otherwise specified.



Westward Trains

IOLA BRANCH

Eastward Trains

SECOND CLASS				Distance from Kansas City	Time Table No. 1-A Effective 12:01 A. M. January 9, 1921	STATIONS	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS			
35									34			
Mixed				Mixed								
Daily Except Sunday				Daily Except Sunday								
10.00AM	94.64	Leave N	MORAN	Arrive MN	A 95	A	Yard CWP	5.00PM				
s 10.20	102.11	D	LA HARPE	RA	T 7		48 20	s 4.15				
s 10.30	104.48	D	GAS		T 10		25	s 4.00				
10.50AM	107.92	D Ar	IOLA	Lv OA	T 14	W	44	3.45PM				
35				13.3				34				
16.0				Average speed per hour.....				10.6				

Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

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

Westward Trains

EL DORADO BRANCH

Eastward Trains

FOURTH CLASS		SECOND CLASS		Distance from St. Louis	Time Table No. 1-A Effective 12:01 A. M. January 9, 1921	STATIONS	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
51		21							22		52	
Mixed		Mixed		Mixed		Mixed						
Daily		Daily Except Sunday		Daily		Daily Except Sunday						
3.00PM		8.00AM	323.2	Leave	EL DORADO SPRINGS	Arrive	F 14	Y	2.00PM		7.40AM	
s 3.25		s 8.25	316.1		DEDERICK		F 7		s 1.25		s 7.15	
s 3.35		s 8.45	311.8		HANDLEY		F 3		s 1.10		s 7.00	
3.51PM		9.00AM	309.3	Ar	WALKER	WR Lv	309	PV	1.00PM		6.50AM	
4.25PM		9.20AM			NEVADA	NA		PYCW	12.45PM		6.30AM	
51		21		21.8				22		52		
18.7		16.3		Average speed per hour.....				17.3		18.7		

Eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

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."

Yard Limit Boards protect yard engines working within yard limit against third and fourth class and extra trains only. See Rule 98C and 98E.

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.

Maximum speed Kansas City Division passenger trains 50 miles per hour. Freight trains 25 miles per hour. Sedalia Division passenger trains Sedalia and Nevada 50 miles per hour, Nevada and Parsons 60 miles per hour. Freight trains Sedalia and Parsons 25 miles per hour. Iola Branch passenger trains 50 miles per hour. Freight trains 20 miles per hour. Neosho Division passenger trains 40 miles per hour. Freight trains 20 miles per hour. Eldorado Branch passenger trains 30 miles per hour. Freight trains 20 miles per hour. Holden Division passenger trains 40 miles per hour. Freight trains 20 miles per hour. Through Centerville Kansas passenger trains 40 miles per hour. Freight trains 20 miles per hour. Mile post A-48 to A-49 passenger trains 40 miles per hour. Freight trains 18 miles per hour.

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.

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.

## 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 derailing 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. I. POOLE,  
Train Master.

C. W. BATES,  
Train Master.

E. J. FITZGERALD  
Train Master.

J. R. TIERNEY,  
Road Foreman of Engines.

L. L. Hiller  
Day Chief Dispatcher.  
H. J. Carrel,  
Night Chief Dispatcher

### TRAIN DISPATCHERS

H. L. Bender E. H. Smith  
J. A. Peterson J. W. Athy  
G. R. Hillman U. Moore



MISSOURI, KANSAS AND TEXAS RAILWAY EMPLOYES' HOSPITAL ASSOCIATION

DR. E. F. YANCEY, Chief Surgeon, Sedalia, Mo.  
 DR. M. P. SHY, First House Surgeon, Sedalia, Mo. DR. D. E. SHY, Second House Surgeon, Sedalia, Mo.  
 Dr. U. E. HARTLEY, House Surgeon, Sedalia, Mo.

CONSULTING SURGEONS

Dr. W. J. Ferguson, Sedalia, Mo.  
 Dr. Chas. A. McNeil, Sedalia, Mo.  
 Dr. E. A. Wood, Sedalia, Mo.  
 Dr. Frank Morley, Sedalia, Mo.  
 Dr. W. A. Beckemeyer, Sedalia, Mo.

CONSULTING SPECIALISTS

Dr. Robt. Barclay, St. Louis, Mo., 3894 Washington Blvd.  
 Drs. J. G. & R. T. Ehrhardt, St. Louis, Mo.  
 University Club Bldg. Grand & Washington Aves.  
 Dr. Frank R. Fry, St. Louis, Mo. Humboldt Building  
 Dr. J. J. Houwink, St. Louis, Mo.  
 Metropolitan Bldg. Grand & Olive.  
 Dr. Guy Titsworth, Sedalia, Mo.  
 Dr. Jos. W. Howard, Kansas City, Mo.  
 910 Rialto Building.  
 Dr. A. R. Kieffer, St. Louis, Mo.  
 4480 Westminster Place  
 Dr. J. G. Love, Sedalia, Mo., Ilgenfritz Bldg.  
 Dr. Hanau W. Loeb, St. Louis, Mo., 537 N. Grand.

LOCAL SURGEONS

MISSOURI	NAME	OFFICE	RESIDENCE	KANSAS	NAME	OFFICE	RESIDENCE
WINDSOR	Dr. H. M. Wall			ROSEDALE	Dr. O. M. Longenecker	Over Leavengood's Drug Store	
APPLETON CITY	Dr. R. J. Smith			"	Dr. C. E. Sander	1401 S. W. Blvd.	
CLINTON	Dr. S. A. Poague	1003 Jefferson Street	105 E. Clinton Street	FT. SCOTT	Dr. R. Aikman	20 E. Wall Street	24 S. Judson Street
"	Dr. Robt. D. Haire	102 S. Main	Cor. 2nd & Jeff. Sts.	"	Dr. W. F. Wilkening		
"	Dr. N. I. Stebbins	Clinton Hospital		PARSONS	Dr. Albert Smith	1812½ Main	1610 Main
NEVADA	Dr. G. C. Willson	Willson Building	128 S. Clay	"	Dr. J. C. Creel	1812½ Main	320 N. Central
"	Dr. Jos. M. Yater	1010 Cherry St.	420 S. Ash	"	Dr. T. D. Blasdel (Oculist)	New State Bank Bldg.	1717 Appleton
KANSAS CITY	Dr. Geo. F. Hamel	900 Rialto Building		"	Dr. G. A. Landes (Oculist)	Suite 10 Steele Bldg.	1717 Appleton
"	Dr. Jno. G. Sheldon	405 Altman Building	231 S. W. Blvd.	"	Dr. C. S. McGinnis, Shop Surgeon		1622 Broadway
ELDORADO SPRINGS	Dr. W. E. Dawson	N. E. Cor. Main & Spring Sts.	South Main Street	PAOLA	Dr. P. A. Pettitt	Over Citizens Bank	Cor. Col. & Hickory
HARRISONVILLE	Dr. A. R. Elder				J. H. Haldman		
LEETON	Dr. E. Y. Pare			ERIE	Dr. R. J. Harlin		
HOLDEN	S. A. Murray			HUMBOLDT	Dr. J. H. Hindman		
				HIATTVILLE	Dr. J. B. Robinson		
				CHANUTE	Dr. S. Steele	17 N. Lincoln	267 S. Lincoln
				EMPORIA	Dr. Frank Foncannon	511 Commercial	705 Union
				"	Dr. C. W. Lawrence		
				COUNCIL GROVE	Dr. B. E. Miller		
				JUNCTION CITY	Dr. L. R. King	209½ N. Wash.	224 N. Adams
				"	Dr. A. E. O'Donnell		
				MORAN	Dr. G. B. Lambeth		
				IOLA	Dr. W. R. Heylmun		
				BURLINGTON	Dr. H. T. Salisbury		



**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	980	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
B133 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	960	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

**SPEED TABLE**

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ 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				

**TONNAGE RATING**

Engine Percents	30	44	54	60
STATIONS	Rating	Rating	Rating	Rating
<b>KANSAS CITY DIVISION</b>				
387 to A3.....	930	1550	1800	1925
A3 to 387.....	930	1550	1800	1925
When Tonnage is available handle Excess A95 to 387 A43 to A3				
<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 E86.....	500	700	770	
E86 to E32.....	500	740	825	
E32 to 227.....	760	1020	1160	



**PARSONS  
DISTRICT**

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**TIME TABLE  
No. 1-A**

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**Effective**

**January 9, 1921**