

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

FIRST

PARSONS DISTRICT

EMPLOYEES TIME TABLE NO. 7

Effective Sunday, February 20, 1927

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

S. B. MOORE
Superintendent

O. W. CAMPBELL
Superintendent Transportation

F. W. GRACE
General Superintendent

H. E. MCGEE
Vice President and General Manager

Southward Trains

KANSAS CITY DIVISION

Southward Trains

FOURTH CLASS		THIRD CLASS			Distance from Kansas City	TimeTable No. 7 Effective 12:01 A. M. February 20, 1927	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS		SECOND CLASS	
99 Way	275 Tanks	271 Mdse.	277 K. F. F.	273 K. F. F.				23 Limited	21 Texas Special	29 Passenger	19 Neosho Passenger
Tuesday Thur. Sat.	Daily	Daily	Daily	Daily		STATIONS	Daily	Daily	Daily	Daily	
					.0	KANSAS CITY Leave		4.30PM	10.10PM	9.30AM	
	12.20PM	6.30PM	6.10PM	12.01AM	2.6	Leave N GLEN PARK Ky	TCWOPH				
						Joint Track with St. L.—S. F. Ry					
	8.30AM 274	2.25PM	8.25PM	8.00PM	43.1	Lv. N PAOLA PD Lv	TCWPR Yard	5.40PM 98	11.20PM	10.45AM	
					43.4	Mo. Pac. Interlocker					
	8.42	2.40	8.40	8.15	46.5	KOCH	110 P	5.46	11.26	10.52	
	8.50	2.50	8.50	8.22	49.9	BANGOR	115 P	5.51	11.30	10.58	
f	9.00	3.00	9.05 270	8.30	54.6	BEAGLE B	96 P	5.57	11.36 72	11.06	
s	9.30	3.25	9.25	8.46 270	61.6	PARKER H	95 P	6.06	11.46	11.20	
f	9.37	3.35	9.34	8.54	64.6	GOODRICH	8	6.10	11.50	11.28	
f	9.45	3.50 278 98	9.42	9.05	66.8	FINDLAY	130 P	6.13	11.54	11.37 24	
	10.00	4.02	9.50	9.15	70.0	CENTERVILLE C	33 WP	6.17	11.58	11.45	
f	10.08	4.12	9.57	9.22	72.7	OAKWOOD	32 P	6.21	12.02AM	11.50	
f	10.15	4.20	10.11 26 10.35 72	9.30	75.3	VANCE	100 P	6.24	12.06	11.54	
f	10.28	4.30	10.45	9.40	78.5	SELMA	12 P	6.28	12.11	12.01PM	
					78.6	Mo. Pac. Interlocker					
					82.7	Mo. Pac. Interlocker					
s	11.09 24	4.44	10.55	10.00 26 10.15 72	82.8	KINCAID KI	100 P	6.34	12.18	12.11	
s	11.45	4.55	11.05	10.30	87.0	MILDRED MR	103 P	6.40	12.24	12.21	
f	11.52	5.00	11.10	10.35	89.0	BAYARD	44 P	6.43	12.27	12.25	
s	12.20PM	5.25	11.35	11.00	94.7	MORAN	52 W 100 CWP Yard	6.53 270	12.38	12.45 98	
					94.8	Mo. Pac. Interlocker MN					
	12.33	5.36	11.47	11.15	99.0	ARDEN	60 P	7.00	12.45	12.54	
f	1.01 29	5.46	11.58	11.27	103.4	ELSMORE UN	100 P	7.06	12.51	1.01 99	
f	1.40 270	6.00 270	12.06AM	11.35	106.4	SAVONBURG SG	110 P	7.10	12.55	1.08	
f	1.55	6.12	12.17	11.47	110.4	STARK	30 P	7.16	1.00	1.16	
f	2.05	6.18	12.22	11.55	112.6	KIMBALL	100 P	7.19	1.04	1.22 276	
s	2.45	6.40	12.45	12.20AM	120.6	A. T. & S. F. Interlocker RI					
f	3.00	6.55	1.00	12.33	126.3	ERIE	60 N 100 S	7.30	1.16	1.39	
	3.15	7.05	1.10	12.42	130.6	HERTHA	23 P	7.38	1.23	1.47	
	3.30	7.25 72	1.20	12.55	133.7	DUDLEY	100 P	7.43 72	1.28	1.54	
	4.00PM 270	8.00PM	2.30AM	1.30AM	136.2	M-K-T. Crossing		7.47	1.32	1.59	
					136.8	Ar. N NORTH YARD SY	Yard P				L 7.39PM
						N PARSONS DS W Arrive	COTWVPR Yard	7.55PM	1.40AM	2.10PM	7.45PM
	99	275	271	277	273			23	21	29	19
	12.4	17.8	16.7	18.2	17.9			40.0	39.1	39.3	7.2



No. 19 superior to No. 24 and No. 26. No. 29 is superior to No. 20.

SECOND CLASS		FIRST CLASS		TimeTable No. 7 Effective 12:01 A. M. February 20, 1927	Station Numbers	THIRD CLASS			FOURTH CLASS		
20 Neosho Passenger	26 Passenger	24 Limited	22 Texas Special			274 California Red Star	276 Stock Pick Up	72 Stock	270 Oil	98 Way	
Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Monday Wed. Fri.	
	12.20AM	1.40PM	7.25AM	Arrive	KANSAS CITY 2.6	A 0					
				N	GLEN PARK KY Ar. Joint Track with St. L.-S. F. Ry. 40.5	A 3	11.00AM	7.15PM	3.30AM	1.00AM	
	11.05PM	12.25PM	6.12 AM	N Ar.	PAOLA PD Ar. 0.3 Mo. Pac. Interlocker 3.1	A 43	8.30AM 99	4.50PM	12.15AM	10.00PM 23	
	10.53	12.12	6.02		KOCH 3.4	A 47	8.10	4.37	11.57	9.35 5.12	
	10.47	12.07	5.57		BANGOR 4.7	A 50	7.55	4.28	11.46	9.20 5.02	
	10.41	12.01PM	5.52	D	BEAGLE B 7.0	A 55	7.45	4.19	11.36 21	9.05 271 4.50	
	10.32	11.49	5.42	N	PARKER H 3.0	A 62	7.30	4.05	11.13	8.46 277 4.25	
	10.27	11.41	5.37		GOODRICH 2.9	A 65	7.21	3.58	11.05	8.26 4.05	
	10.24	11.37 29	5.34		FINDLAY 3.2	A 67	7.15	3.50 98 275	10.57	8.20 3.50 275	
	10.19	11.31	5.30	D	CENTERVILLE C 2.7	A 70	7.05	3.40	10.50	8.10 3.20	
	10.15	11.26	5.27		OAKWOOD 2.6	A 73	6.57	3.34	10.42	8.01 2.50	
	10.11 271	11.22	5.24		VANCE 3.2	A 75	6.51	3.28	10.35 271	7.56 2.35	
	10.06	11.18	5.20		SELMA 0.1 Mo. Pac. Interlocker 4.1	A 79	6.42	3.19	10.25	7.45 2.25	
					KINCAID KI 4.9	A 83	6.32	3.07	10.15 277	7.35 2.05	
	9.52 72	11.00	5.08	D	MILDRED MR 2.0	A 87	6.22	2.55	9.52 26	7.25 1.45	
	9.48	10.56	5.05		BAYARD 5.7	A 89	6.17	2.45	9.37	7.15 1.00	
	9.40	10.48	4.57 275		MORAN 0.1 Mo. Pac. Interlocker 4.2	A 95	6.05	2.30	9.25	6.53 23 12.45 26	
	9.31	10.35	4.48	N	ARDEN 4.4	A 99	5.45	1.59	9.10	6.20 12.05PM	
	9.25	10.28	4.42	D	ELSMORE UN 3.0	A 103	5.35 273	1.49	9.00	6.10 11.55	
	9.21	10.22	4.38	D	SAVONBURG SG 4.0	A 106	5.25	1.40 99	8.50	6.00 275 11.40	
	9.16	10.15	4.33		STARK 2.2	A 110	5.10	1.30	8.40	5.35 11.20	
	9.13	10.10	4.30		KIMBALL 7.3	A 113	5.02	1.22 29	8.33	5.25 11.10	
	9.02	9.57	4.19	N	ERIE RI 0.7 A. T. & S. F. Interlocker 5.7	A 121	4.40	12.55	8.13	5.00 10.45	
	8.52	9.47	4.11		HERTHA 4.3	A 126	4.30	12.40	7.58	4.45 10.15	
	8.46	9.41	4.05		DUDLEY 3.1	A 131	4.20	12.30	7.43 23	4.30 10.00	
	8.42	9.37	4.01		M-K-T. Crossing 2.5	A 133	4.12	12.20	7.25 275	4.15 9.50	
A 9.25AM				Auto-Block	NORTH YARD SY Lv. 0.6	A 136	3.40AM	12.01PM	7.10PM	4.00PM 99 9.40AM	
9.20AM	8.35AM	9.30AM	3.55AM		PARSONS W DS	387					
20 7.2	26 36.5	24 32.8	22 39.1		136.8		274 18.2	276 18.5	72 16.0	270 14.8	98 11.6
Average speed per hour.....											



No. 19 is superior to No. 24 and No. 26. No. 29 is superior to No. 20.

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

FOURTH CLASS		THIRD CLASS		FIRST CLASS			Distance from Kansas City	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Tire Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
97 Way Tues. Thurs. Saturday	273 K. F. F. Daily	275 Tanks Daily	23 Passenger Daily	25 Passenger Daily	21 Sooner Daily	22 Sooner Daily		24 Passenger Daily	26 Passenger Daily			276 Oil Daily	274 Meat and Stock Daily	96 Way Mon. Wed. Friday				
		9.30 ^{AM}	3.20 ^{AM}				136.2	Leave N	NORTH YARD	Arrive SY					11.00 ^{AM}	1.30 ^{AM}		
		9.40	3.45 ²²	8.30 ^{PM}	8.00 ^{AM}	1.50 ^{AM}	136.8	Leave N	PARSONS	Arrive W	387	WCTYSP Yard	3.45 ^{AM} 275	9.00 ^{AM}	8.10 ^{PM}	10.55	1.17	
		9.55	3.57	8.41	8.14	1.58	141.6		St. L.-S. F. Interlocker									
		10.20 ²⁷⁶	4.15	8.56	8.30 ²⁴	2.10	149.0	D	MOUND VALLEY	MD	A 149	P 80 W	3.22	8.30 ²⁵	7.41	10.20 ²⁷³	12.45	
		10.42	4.35	9.10	8.47	2.23	157.2	D	ANGOLA	NY	A 157	P 81	3.09	8.10	7.23	9.45	12.25	
		11.00	4.53	9.22	8.59	2.32	163.8		O'HERIN		A 164	P 43	3.00	7.59	7.12	9.20	12.05 ^{AM}	
		11.08	5.00	9.27	9.04 ²⁷⁶	2.36	166.8		NARCO			P 80	2.56	7.54	7.08	9.04 ²⁵	11.55	
		11.30	5.10	9.33	9.10	2.42	167.7	N	COFFEYVILLE	FY	A 168	P 48 W	2.52	7.50	7.01	8.50	11.50	
		11.40	5.20	9.38	9.15	2.47 ²²	169.9		KORF		A 169	P 85	2.47 ²¹	7.43	6.54	8.44	11.44	
		11.50	5.27	9.43	9.19	2.52	170.9		SOUTH COFFEYVILLE		A 171	P 30	2.43	7.40	6.50	8.40	11.40	
		12.05 ^{PM}	5.45	9.53	9.28	3.00	176.4	N	NOXIE	SC	A 176	P 77	2.35	7.32	6.41	8.19	11.24	
		12.20	6.04	10.05	9.40	3.09	182.9	D	WANN	WN	A 183	P 89 W	2.26	7.22	6.32	7.50	11.03	
		12.32	6.20	10.15	9.51	3.17	189.1		WAYSIDE		A 189	P 72	2.17	7.12	6.22	7.35	10.49	
		12.50	6.34	10.24 ²⁷⁴	9.59	3.23	193.7	N	DEWEY	DE	A 194	P 80	2.10	7.04	6.15	7.20	10.24 ²³	
		1.00	6.38	10.27	10.03	3.25	194.5		EAST M. K. T. JCT.				2.07	7.00	6.11	7.15	10.15	
		8.00 ^{AM}	1.20	6.54 ²⁴	10.33 ²⁷⁶	10.09	197.7	N	BARTLESVILLE	B	A 198	P WCYS Yard	1.56	6.54 ²⁷⁵	6.05 ²⁷⁶	6.54 ²⁴	10.05	12.30 ^{PM}
		8.15	1.35	7.10	10.44	10.20	198.7		OSBORNE		A 199	P 95	1.48	6.46	5.50	6.25	9.52	12.05 ^{PM}
		8.45	2.00	7.35	11.00	10.34	208.0	D	OKESA	KS	A 208	P 96	1.35	6.33	5.30	6.00	9.30	11.15
		9.05	2.20	7.52	11.08	10.42 ⁹⁶	212.2		HORN		A 213	P 65	1.28	6.25	5.22	5.40	9.13	10.42 ²⁵
		10.00	2.45	8.10	11.17	10.51	217.5	N	NELAGONY	GY	A 218	P 73 WY	1.20	6.17	5.11	5.10	8.57	9.59
		10.59 ²⁵	3.00	8.25	11.24	10.59 ⁹⁷	221.0	D	PERSHING	NG	A 221		1.14	6.11	5.04	4.55	8.48	9.15
		11.35	3.10	8.45 ⁹⁶	11.33	11.07	225.7	D	WYNONA	WY	A 226	P 62	1.07	6.03	4.55	4.19 ²¹	8.28	8.45 ²⁷³
		12.45 ^{PM}	3.38	9.30	11.54	11.27	236.0	D	HOMINY	HY	A 236	P 87 W	12.52	5.47	4.35	3.43	8.02	7.30
		1.25	3.50	9.45	12.02 ^{AM}	11.37	240.7		MAHAN		A 241	P 81	12.45	5.39	4.25	3.31	7.50	6.35
		2.00 ^{PM}	4.15 ^{PM} 26	10.05 ^{AM}	12.10 ^{AM}	11.45 ^{AM}	245.2	Auto. Block	OSAGE	Leave JN	A 245	Yard WCTYSP	12.35 ^{AM}	5.30 ^{AM}	4.15 ^{PM} 273	3.15 ^{AM}	7.30 ^{PM}	6.15 ^{AM}
		97 7.9	273 16.4	275 16.5	23 29.6	25 28.9	21 36.7		109.0				22 34.2	24 31.0	26 27.7	276 14.6	274 18.2	96 7.6
Average speed per hour.....																		



No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22.

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS			Distance From Kansas City	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
75 F. S. & W. Daily	275 Tanks Daily	273 K. F. F. Daily	25 Passenger Daily	21 Sooner Daily	43 F. S. & W. Passenger Daily		Time	Time			26 Passenger Daily	22 Sooner Daily	44 F. S. & W. Passenger Daily	76 F. S. & W. Daily	274 Meat and Stock Daily	276 Oil Daily	
	7.30 ^{PM}	6.00 ^{PM} 274	11.55 ^{AM}	4.58 ^{AM}		245.2	Autoc. / Leave Blk. N	OSAGE 3.0	Arrive JN	A 245	Yard WCTYP S	4.10 ^{PM}	12.30 ^{AM}		6.00 ^{PM} 273	2.30 ^{AM}	
	7.45	6.10	12.05 ^{PM}	5.04		248.2	D	CLEVELAND 3.3	CN	A 248	P 90	4.00	12.22		5.53	2.15	
	8.35	6.33	12.27	5.19		256.5	D	HALLETT 1.0	HA	A 257	P 65	3.42	12.08		5.35	1.45	
						257.5	N	St. L.-S. F. Interlocker 2.7	HJ								
	9.00	6.44	12.35	5.25		260.2	D	JENNINGS 10.2	NS	A 260	P 85 W	3.34	12.03 ^{AM}		5.25	1.30	
	9.50	7.10	12.58	5.41		270.4	D	YALE 0.5	YA	A 270		3.14	11.46		4.55	12.47	
	10.00	7.13	1.01	5.42		271.0		YALE PASS TRACK 0.5			P 79	3.09	11.45		4.53	12.45	
						271.4		A. T. & S. F. Gauntlet Interlocker 2.5									
	10.15	7.23	1.08	5.48		273.9		NORFOLK 6.3		A 273	P 48	3.03	11.39		4.45	12.20 ^{AM}	
	10.40 ^{PM}	7.45	1.18	5.57		280.2	N	CUSHING 5.8	CH	A 280	P 71 YW	2.49	11.24		4.30	11.50 ^{PM}	
		8.00	1.38	6.11		286.0		WILD HORSE 6.6		A 286	P 53	2.39	11.13		4.15		
		8.13	1.47	6.18		290.6	D	AGRA 4.6	GR	A 291	P 65	2.31	11.06		4.02		
		8.30	2.00	6.26		297.2	D	TRYON 4.6	RN	A 297	P 17	2.21	10.57		3.43		
		8.43	2.12 26	6.32		301.8	D	CARNEY 8.5	RA	A 302	P 14	2.12 25	10.50		3.30		
	L 3.00 ^{PM} 274	9.15	2.25	6.44	L 4.50 ^{AM}	310.3	N	FALLS 0.0	FA	A 311	Yard WYP	1.56	10.36	A 12.01 ^{AM}	A 9.25 ^{AM}	3.00 75	
						310.3		F. S. & W. Crossing 6.7									
	3.20	9.40	2.36 274	6.53	5.02	317.0		LUTHER 7.7	UR	A 317	P 46	1.43	10.26	11.45	9.10	2.36 25	
	3.40	10.17 22	2.47	7.03	5.15	324.7	D	ARCADIA 7.5	AD	A 324	P 64	1.33	10.17 273	11.34	8.53	2.10	
	4.00	10.35	2.59	7.12	5.27	332.2		WITCHER 6.9		A 332	P 59	1.22	10.07	11.22	8.32	1.50	
	4.15	10.50	3.11	7.22	5.40	339.1		OWANDA 1.2		A 339	P 22	1.12	9.57	11.11	8.15	1.30	
						341.5		C. R. I. & P. Crossing 0.1									
	4.23 ^{PM}	10.55 ^{PM}	3.15 ^{PM}	7.26 ^{AM}	5.46 ^{AM}	341.6		Arrive HOMA 1.2	Leave	A 342		1.06 ^{PM}	9.51 ^{PM}	11.07 ^{PM}	8.10 ^{AM}	1.20 ^{PM}	
	4.30 ^{PM}	11.02 ^{PM} 44	3.18	7.28	5.50	342.8	N	SHAW 1.1	SX	A 343	Yard SWCTP	1.03	9.48	11.02 273	8.05 ^{AM}	1.15 ^{PM}	
			3.30 ^{PM}	7.35 ^{AM}	6.00 ^{AM}	343.9	N	OKLAHOMA CITY 1.1	Z	A 344	P Yard Y	1.00 ^{PM}	9.45 ^{PM}	11.00 ^{PM}			
	75	275	273	25	21	43						26	22	44	76	274	276
	21.7	11.5	19.4	27.5	37.7	28.8		98.7				31.1	35.9	33.1	23.8	20.8	13.1
Average speed per hour.....																	

No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22.

6

Southward Trains

NEOSHO DIVISION

Northward Trains

FOURTH CLASS		SECOND CLASS		Distance from Parsons	Time Table No. 7 Effective 12:01 A. M. February 20, 1927		Station Numbers	Car Capacity Passing Tracks Fuel Water Track Scales Wye	SECOND CLASS		FOURTH CLASS	
95 Way Daily Except Sunday	91 Way Tues. Thurs. & Sat.	19 Passenger Daily			STATIONS				20 Passenger Daily		90 Way Mon. Wed. Friday	96 Way Daily Except Sunday
	5.30 ^{AM}		1.15 ^{PM}	156.8	Leave D	Arrive TY	B 157	WCY Yard	4.10 ^{PM}		3.00 ^{PM}	
	f 5.47		f 1.28	151.8			B 152	20	f 3.50		f 2.45	
	f 6.12		f 1.47	143.8	D	CU	B 144	17	f 3.30		f 2.25	
				137.9	NO	C. R. I. & P. Interlocker	WY					
	s 6.45		s 2.05	137.6	D	WC	B 138	25	s 3.15		s 2.05	19
	f 7.00		s 2.20	132.6			B 133	15	s 3.00		f 1.33	
	f 7.12		f 2.27	130.1			B 130	12	f 2.50		f 1.20	
	f 7.25		s 2.40	127.1	B		B 127	20	s 2.40	19	f 1.12	
	s 8.10		s 3.05	120.0			B 120	WS 45	s 2.20		s 12.50	
				119.9	N	Mo. Pac. Interlocker	CG					
	f 8.22		f 3.15	116.0			B 116	20	f 1.46		12.11 ^{PM}	
	f 8.40		s 3.25	111.4	D	D	B 112	22	s 1.37		f 11.59	
	f 9.01		s 3.42	103.9	D	MS	B 104	38	s 1.22		f 11.30	
	s 10.00		s 4.06	95.2	D	RD	B 96		s 1.05		s 11.00	
				94.9	NO	A. T. S. & F. Interlocker	X					
	10.25		f 4.21	88.0			B 88	20	f 12.49		f 9.48	
	s 10.50		s 4.35	81.8	D	HD	B 82	40	s 12.35		s 9.30	
	f 11.15		s 4.50	75.5			B 76	25	s 12.20		f 9.00	
	s 12.04 ^{PM}	20	s 5.10	67.8	D	BI	B 68	WCY Yard	s 12.04 ^{PM}	91	s 8.35	
				67.5		A. T. & S. F. Crossing						
	12.40		f 5.20	63.6			B 64	17	f 11.48		7.58	
	12.55		f 5.30	58.9			B 59		f 11.38		7.45	
				58.9		Mo. Pac. Crossing						
				55.3	N	Mo. Pac. Interlocker	MO					
	f 1.20		s 5.40	55.1			B 55	20	s 11.29		f 7.35	
				50.0								
	f 1.40		s 5.52	49.8	D	NF	B 50	W 20	s 11.18		s 7.15	
	s 2.00		s 6.07	44.2	D	G	B 45	Y 50	s 11.06		s 6.55	
				44.2		Mo. Pac. Crossing						
L 4.00 ^{PM}	A 2.30 ^{PM}		s 6.25	35.1	D	HM	B 35	Y 50	s 10.45		L 6.30 ^{AM}	A 3.30 ^{PM}
f 4.20			f 6.35	30.5			B 31	17	f 10.37		f 2.55	
				26.8		A. T. & S. F. Crossing						
s 5.30			s 6.45	25.9	D	U	B 26	W 60	s 10.28		s 2.30	
				23.7		A. T. & S. F. Crossing						
f 6.00			s 7.03	16.9			B 17	18	s 10.05		f 12.07 ^{PM}	
f 6.20			s 7.17	10.5	D	A	B 11	80	s 9.52		f 11.37	
6.35			f 7.28	5.1			B 5	9	f 9.40		11.15	
				1.1		M., K. & T. Crossing						
A 7.00 ^{PM}			7.39	0.6	N	SY	386	Yard	9.25		L 11.00 ^{AM}	
			7.45 ^{PM}	0.0	Arrive	Leave W	387		9.20 ^{AM}			
95	91		19	156.8					20		90	96
8.0	13.5		24.1	Average speed per hour					23.0		14.3	7.7



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

SPECIAL INSTRUCTIONS

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

- 2. On Kansas City Division No. 19 is superior to No. 24 and No. 26. On Kansas City Division No. 29 is superior to No. 20. On Osage Division No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22. On Oklahoma Division No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22.

3. Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes.

4. Passenger Trains report for orders before leaving Bartlesville and Shaw. Freight trains report for order before leaving Bartlesville and Shaw. Freight trains only are required to register at North Yard.

5. All trains and yard engines must run under control between Bartlesville and West M-K-T Junction expecting to find main track occupied. Trains from Joplin Division approach Shaner under control expecting to find main track occupied.

6. Trains and engines not to exceed ten miles per hour over Neosho River Bridge, Joplin Division, MP S-400.1, and fifteen miles per hour over Cimarron River Bridge at MP A-271.9. 45% and 38% engines will not exceed 15 miles per hour on Neosho Division over bridges B-31.1; B-34.2; B-58.2; B-72.1; B-77.4; B-97.2; B-144.0 and B-151.6.

7. Maximum speed engines backing up with or without cars fifteen miles per hour.

7(A). Maximum speed entering or leaving main line turn out passenger trains twenty miles per hour, freight trains fifteen miles per hour.

7(B). Maximum speed freight engines on passenger trains or running light 60% engines 35 miles per hour, 54% engines 40 miles per hour, others 45 miles per hour.

7(C). Maximum speed switch engines with or without cars fifteen miles per hour.

7(D). All trains run at restricted speed at Puzzle south 700 feet north of Paola passenger depot and Frisco Interchange track switch 300 feet south of Paola passenger depot, and know track is clear before going to depot account Frisco trains using this track.

7(E). First and second class trains and passenger extras approaching Parsons passenger station will run at restricted speed between Crawford Ave. and interlocking plants—Frisco crossing, so that under no circumstances will it be possible for such trains to strike any cars, trains, engines or passengers crossing over from one Depot tract to the other.

8. Maximum speed (Miles per hour).

	Passenger Trains	Freight Trains
Kansas City	60	30
Neosho	40	20
Joplin	40	20
Iola Branch	40	20
Osage, Oklahoma Divisions Passenger Trains	50 miles per hour on tangent track and 45 miles per hour on curves. Freight trains 25 miles per hour.	

9. City ordinance speed restrictions:

Station	Station	Station	Station
Erie	Galena	Joplin	Coffeyville
Iola	Joplin	Coffeyville	Yale
Council Grove	Joplin	Coffeyville	Yale
Parkerville	Joplin	Coffeyville	Yale
Emporia	Joplin	Coffeyville	Yale
Burlington	Joplin	Coffeyville	Yale
Chanute	Joplin	Coffeyville	Yale
Americus	Joplin	Coffeyville	Yale

10. Automatic block and switch indicator signals and rules will govern movements at M-K-T crossing. Trains from Sedalia Division cut off to or crossing Kansas City main track will be governed by switch indicators. Kansas City division trains finding automatic block signals at stop need not have flagman proceed train, but must otherwise be governed by rule 343. Trains finding switch indicator indicating train in the block must not move on to foul or cross the main track until protected by flagman in both directions.

11. Automatic block signals in service.

- Kansas City Division; Between 133.3 and 134.2. Between 135.5 and 136.2. Osage and Oklahoma Division; Between MP A-240.9, Mahan, and MP A-247.0, south of Osage. Between Oklahoma City passenger yard and Homa.

11(A). All trains and engines may proceed against overdue superior trains between Oklahoma City and Homa when automatic block signals or indicators indicate clear or proceed but must comply with Rule 343 when signals indicate stop.

12. Engines larger than 30% should not be run over Iola Branch, and engines larger than 44% should not be operated on Neosho and Joplin Divisions.

13. Car capacity of tracks are exclusive of engine and caboose and are based on average of 45 feet per car.

- Trains 98, 99, Kansas City Division, will carry passengers.
- Trains 90, 91, Neosho Division, will carry passengers.
- Trains 86, 87, Joplin Division, will carry passengers.
- Trains 21 and 22 will stop at Yale to pick up and let off revenue passengers from or to Kansas City and beyond or St. Louis and beyond.
- No. 21 will stop at Centerville to let off revenue passengers from Kansas City or beyond and to pick up revenue passengers for points South of Parsons.

15. Flag stops not shown on schedule page:

Train	Station	Train	Station
19, 20, 90, 91	Austin	115, 116	Dickson
19, 20, 90, 91	Blue	115, 116	Star Valley
19, 20	Throck	115, 116	Cokedale
19, 20	Olson	115, 116	Military
19, 20	Wayman	115, 116	Playter
115, 116	Montana	23 & 24	Manion MP A-232.0

16. Stations, tracks, and spurs not shown on schedule page:

Station	Location	End at which track is Connected to main track	Car Capacity
Olson	B146	North and South	14
Wayman	B101	South	4
Blue	B 85	South	4
Throcke	B 61	South	7
Carmean	B 56	South	5
Lorton	B 39	North	11
Austin	B 23	None	0
Grace	T 2	North	10
Star Valley	S404.5	South	3
Military	S427.2	None	0
Hackett	S435.9	South	20
Rammag	S436.4	North	50
Fall City	S436.5	South	35
Montana	S398.6	None	0
Dickson	S400.0	None	0
Playter	S428.8	South	6
Wilsonot	A-144.1	North	10
Penfield	A-152.3	South	7
Coverdale	A-189.0	North	5
Dewey Stock Yards	A-192.0	North and South	5
Torpedo	A-201.1	North	6
Fite	A-204.3	North	10
Kiheki	A-213.6	North	21
Osage Torpedo Co.	A-223.0	South	2
Manion	A-232.0	North and South	20
Tidal Oil Co.	A-232.2	North and South	25
Helmeck	A-251.2	North	15
Yule	A-253.6	South	10
Hunt	A-272.2	South	15

17. Mail cranes other than those at stations are located:

- 181 feet south of MP 177.1 east side of track.
- 750 feet south of MP 266.9 east side of track.

17(A). The engine whistle must be sounded at all whistling posts and approaching every public crossing from a point 80 rods (1320 feet) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track or when view is obscured so engines cannot see approaches to crossings the signal will be sounded so as to permit the whistle signal 14L to be sounded a second time beginning 600 feet from the crossing, the last sound to continue until the engine passes over the crossing.

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

Name	Location
Noosho River	A122.5
Mound Valley	A-150.5

19. Following yards are protected by yard limit boards:

Paola	Koch	Moran	Burlington	Humbolt
Junction City	West Mineral	Emporia	Fleming	Chanute
Joplin	Mahan to Helmick, Inclusive.	Yale to Cushing, Inclusive.	Osborne Stock Yards, Inclusive.	Dewey Stock Yards, Inclusive.
Parsons	Owanda to Oklahoma City, Inclusive.	North Yards	Galena	Columbus

20. Bulletin books located:

Station	Location	Station	Location
Parsons	Passenger Station Telegraph office, North Yard Telegraph office, Roundhouse.	Osage	Yard office, Roundhouse
Junction City	Telegraph office.	Cushing	Telegraph office
Glen Park	Telegraph office, Roundhouse.	Oklahoma City	Telegraph office
		Shaw	Telegraph office

21. Standard Clocks located:

Station	Location	Station	Location
Parsons	Passenger Station Telegraph Office, North Yard Telegraph Office.	Joplin	Telegraph office
Kansas City	Union Station	Bartlesville	Telegraph office
Glen Park	Telegraph office	Osage	Telegraph office
Junction City	Telegraph office	Cushing	Telegraph office
Moran	Telegraph office	Falls	Telegraph office
Paola	Telegraph office	Oklahoma City	Telegraph office
		Shaw	Yard office

22. Trainmen and engine men must provide themselves with St. L. & S. F. rules and current time table and be governed thereby between Paola and Kansas City Terminal Railway tracks, Kansas City. Govern by Kansas City Terminal Railway rules and regulations while on their tracks.

22(A). Train and engine men must provide themselves with A. T. & S. F. rules and current time table and be governed thereby between East M-K-T Junction and West M-K-T Junction. All trains will stop to clear and not occupy A. T. & S. F. track at either point until it is known that no A. T. & S. F. train or engine is approaching.

23. All trains will flag 6th Street Crossing at Junction City.

24. Normal position of switch East M-K-T Junction and West M-K-T Junction is for A. T. & S. F. Railway. Normal position of switch at Homa is for M-K-T Railroad.

25. Abbreviations: "W"—Water; "S"—Track Scales; "NO"—Nite Telegraph Office; "C"—Fuel; "Y"—Wye; "D"—Day Telegraph Office; "T"—Turn Table; "P"—Telephone; "N"—Day and nite telegraph office.

26. The following bridges, structures, etc., will not clear man on side of car. Coal Chute Bartlesville and Paola. Mail cranes at stations when pouch is hung. Bridge B-77.4.

The following bridges, structures, etc., will not clear man on top of car. Overhead viaduct Main Street Joplin. Bridges B-151.6, B112.3, B-77.4, B-58.3, B-34.2 and B-31.1.

27. Watch Inspectors.

Name	Address	Name	Address
Sidney Y. Ball, Gen. Time Inspector,	Mosher & Son	Burlington, Kans.	
Railway Exchange Bldg. Chicago, Ill.	H. C. Hamlin	Coffeyville, Kans.	
J. H. Mace	Kansas City, Mo.	W. H. Haupt	Bartlesville, Okla.
F. Pfeiffer	Parsons, Kans.	D. A. Heuston	Cushing, Okla.
M. F. Kohler	Parsons, Kans.	Schritcheff Jewelry Co.	Oklahoma City, Okla.
W. G. Glick	Junction City, Kans.	H. G. Butterfield	Joplin, Mo.
J. B. Merchant	Iola, Kans.		

28. COMPANY SURGEONS AND PHYSICIANS

Stations	Name	Office	Residence
Sedalia, Mo.	E. F. Yancy, Medical Director.		
Parsons, Ks.	Albert Smith, Divn. Surg.-Examiner.	M-K-T Hospital	1301 Grand
Kansas City	J. C. Creel, Divn. Surg.-Examiner.	M-K-T Hospital	1508 Grand
	Jos. W. Howard, Consulting Specialist.	910 Rialto Bldg.	
	Geo. F. Hamel, Examiner.	900 Rialto Bldg.	
	John G. Sheldon, Local Surgeon.	405 Altman Bldg.	
Rosedale, Ks.	P. M. Nunn, Examiner.	1401 S. W. Blvd.	
	O. M. Longaker, Examiner.	Over Leavenswoods	
	C. E. Sanders, Examiner.	1401 S. W. Blvd.	
Paola, Ks.	P. A. Pettit, Loc. Surg.	Over Citizens Bank.	
Moran, Ks.	R. E. Hobbs, Loc. Surg.		
Erie, Ks.	R. C. Henderson, Loc. Surg.		
Iola, Ks.	Fred J. McEwen, Loc. Surg.		
Chanute, Ks.	S. Steel, Examiner.	17 N. Lincoln	267 S. Lincoln
Burlington, Ks.	H. T. Salisbury, Loc. Surg.		
Emporia, Ks.	Frank Focannon, Examiner.	511 Com	705 Union St.
Co. Grove, Ks.	B. E. Miller, Loc. Surg.		
Jane, City, Ks.	L. R. King, Loc. Surg.	209 1/2 Washington	224 N. Adams
Humboldt, Ks.	O. C. Payne, Lic. Surg.		
Joplin, Mo.	R. L. Neff, Loc. Surg.	224 Main St.	
W. Mineral, Ks.	H. B. Hawthorne, Loc. Surg.		
Columbus, Ks.	W. N. Johnson, Loc. Surg.		
Coffeyville, Ks.	W. C. Hall, Loc. Surg.	618 Maple St.	402 W. 9th
Dewey, Okla.	L. D. Hudson, Loc. Surg.	Maguson Bldg.	1400 Creek
Bartlesville, Ok.	G. F. Woodring, Loc. Surg.	Over State Bank.	5th & Cherokee
	H. G. Crawford, Loc. Surg.		
Osage, Okla.	W. O. Smith, Examiner.	2FL Summers Bldg.	
Cleveland, Ok.	E. T. Robinson, Loc. Surg.	Cleveland Drug	200 Dunlap
Jennings, Ok.	W. E. Arnold, Loc. Surg.	411 Main	44 Main
Yale, Okla.	W. G. Mitchell, Local Surgeon	Yale St. Bank	Detroit & Yale
Cushing, Okla.	E. M. Harris, Loc. Surg.	103 1/2 E. Broadway	321 E. Moses
	Benjamin Davis, Loc. Surg.	103 1/2 E. Broadway	402 S. Cleveland
Okla. City, Ok.	Geo. LaMotte, Examiner	1518 Colcord Bldg.	316 E. 12th
	LeRoy Long, Examiner	608 Colcord Bldg.	815 W. 17th
	J. F. Messenbaugh, Examiner	519 Colcord Bldg.	706 W. 11th
	P. E. Haskett, Examiner	First Nat. Bank	
	W. E. Dixon, Oculist	706-8 1st Nat. Bank	410 W. 10th

29. Engine whistle signal code.

Parsons interlocker:			
Cherokee Division Main track			
Osage Division main track			0
Joplin track to Cherokee Division main track			0
Through South Crossover	0	0	0
Through North Crossover to or from Hold 4			0
Cherokee Division Main to Hold 5			0
Joplin track to Osage division main			0

SPECIAL INSTRUCTIONS Continued

TONNAGE RATINGS

LOCOMOTIVES		TONNAGE RATINGS											
FROM	TO	61% Booster		61%		54%		44%		30%			
		Adjust- ment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons		No. Cars
Glen Park	Parsons	5	2350	71	2025	61	1900	57	1500	45	1000	30	
Moran	Parsons	8	3250	98	2800	85	2500	76	2000	61	1400	42	Excess Rate
Parsons	Glen Park	5	2450	74	2125	64	1900	57	1500	45	1000	30	
Koch	Glen Park	8	4000	120	3500	105	2900	87	2350	71	1500	45	Excess Rate
Parsons	Osage	5	2260	68	1950	59	1750	53	1500	45	1000	30	
Parsons	Coffeyville	8	3150	95	2750	83	2400	73	2100	64	1500	45	Excess Rate
Coffeyville	Bartlesville	7	2780	84	2400	73	2100	63	1800	54	1200	36	Excess Rate
Osage	Parsons	8	3250	98	2800	85	2500	76	2000	61	1400	42	
Bartlesville	Coffeyville	9	3400	103	2950	89	2650	80	2150	65	1500	45	Excess Rate
Osage	Oklahoma City	5	2265	68	1950	59	1750	53	1500	45	1000	30	
Cushing	Fallis	7	4000	120	3500	105	2900	87	2350	71	1500	45	Excess Rate
Fallis	Oklahoma City	6	2600	78	2240	68	2000	61	1500	45	1160	35	Excess Rate
Oklahoma City	Osage	6	2350	71	2025	61	1900	57	1500	45	1100	33	
Cushing	Osage	8	3250	98	2800	85	2500	76	2000	61	1400	42	Excess Rate
Parsons	Burlington	6							1600	48	1025	31	
Burlington	Parsons	7							1800	55	1200	36	
Burlington	Junction City	5							1250	38	800	24	
Junction City	Burlington	5							1250	38	800	24	
Shaner	Joplin	8							1700	51	1100	33	
Joplin	Shaner	10							2200	70	1450	44	
Moran	Iola	9									1400	42	
Iola	Moran	6									1200	36	

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

When actual weight of load not obtainable use following tonnage figures:
 Refrigerators Loaded, Merchandise.....42 Tons
 Other Cars, Loaded Merchandise.....27 Tons
 Live Stock.....30 Tons
 Live Poultry.....36 Tons

Disregard stencilled weight, use tonnage figures below for empty cars.

Kind	Auto	Box	Coal	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder	Caboose
Tons	22	20	20	18	26	26	20	22	21	19	18

T. F. GARDNER,
J. I. POOLE,
E. J. FITZGERALD,
 Train Masters

J. R. TIERNEY,
W. W. SINCLAIR,
 Road Foreman of Engines.

J. A. BARNARD,
 Chief Dispatcher,

H. L. Bender, **J. A. Peterson,**
G. R. Hillman, **J. W. Athy**
U. Moore, E. H. Smith H. A. Cabell
 Train Dispatchers.

SPECIAL INSTRUCTIONS Continued

STATION		MILEAGE		TIME		DAYS	
TO	FROM	TO	FROM	TO	FROM	TO	FROM
100	100	100	100	100	100	100	100
101	101	101	101	101	101	101	101
102	102	102	102	102	102	102	102
103	103	103	103	103	103	103	103
104	104	104	104	104	104	104	104
105	105	105	105	105	105	105	105
106	106	106	106	106	106	106	106
107	107	107	107	107	107	107	107
108	108	108	108	108	108	108	108
109	109	109	109	109	109	109	109
110	110	110	110	110	110	110	110
111	111	111	111	111	111	111	111
112	112	112	112	112	112	112	112
113	113	113	113	113	113	113	113
114	114	114	114	114	114	114	114
115	115	115	115	115	115	115	115
116	116	116	116	116	116	116	116
117	117	117	117	117	117	117	117
118	118	118	118	118	118	118	118
119	119	119	119	119	119	119	119
120	120	120	120	120	120	120	120

PARSONS DISTRICT

TIME TABLE NO. 7

Effective
February 20, 1927

H. L. ...
E. H. ...
U. Moore, E. H. ...
Train Department

J. A. ...
Chief Dispatcher

J. M. ...
W. W. ...

J. M. ...
Train Master