

# MISSOURI-KANSAS-TEXAS RAILROAD CO.

**SAFETY**

ST. LOUIS DISTRICT

**FIRST**

## EMPLOYEES TIME TABLE NO. 6

Effective Sunday, June. 6, 1926

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

**J. F. HICKEY**

Superintendent.

**O. W. CAMPBELL**

Superintendent Car Service.

**H. E. MCGEE**

General Manager

**W. M. WHITENTON**

Vice President.

Southward Trains

COLUMBIA BRANCH

Northward Trains

2ND CLASS						Distance from McBaine	Time Table No 6 Effective 12:01 A. M. June 6, 1926.			Station Numbers	Distance from St. Louis	Car Capacity Water Tank	2ND CLASS					
119 Passenger	103 Mixed	107 Mixed	109 Mixed	111 Freight	105 Passenger		STATIONS						106 Passenger	112 Freight	110 Mixed	108 Mixed	104 Mixed	118 Passenger
Daily	Daily	Daily	Daily	Daily	Daily	8.8	D Leave	COLUMBIA	Arrive CU	AB 9	178.3	Yard	Daily	Daily	Daily	Daily	Daily	Daily
5.25 <sup>PM</sup>	12.45 <sup>PM</sup>	9.10 <sup>AM</sup>	6.24 <sup>AM</sup>	5.10 <sup>AM</sup>	12.40 <sup>AM</sup>	5.8		3.0 LIMERICK		AB 6	175.3	6	3.05 <sup>AM</sup>	6.15 <sup>AM</sup>	7.35 <sup>AM</sup>	10.25 <sup>AM</sup>	2.10 <sup>PM</sup>	6.40 <sup>PM</sup>
f 5.37	f 12.58	f 9.22	f 6.36	f 5.22	f 12.52	4.1		1.7 TURNER		AB 4	173.6	6	2.57	6.07	7.27	10.17	2.00	6.30
f 5.43	f 1.04	f 9.28	f 6.42	f 5.28	f 12.58	2.2		1.9 BRUSHWOOD		AB 2	171.7		2.53	6.03	7.23	10.13	1.55	6.25
f 5.50	f 1.11	f 9.35	f 6.49	f 5.35	f 1.05	1.0		1.2 DANIEL		AB 1	170.5	8	2.48	5.58	7.18	10.08	1.50	6.20
f 5.54	f 1.15	f 9.39	f 6.53	f 5.39	f 1.09	.0	N Arrive	1.0 McBAINE	Leave AN	170	169.5	W	2.44	5.54	7.14	10.04	1.45	6.15
6.01 <sup>PM</sup>	1.21 <sup>PM</sup>	9.48 <sup>AM</sup>	7.00 <sup>AM</sup>	5.48 <sup>AM</sup>	1.16 <sup>AM</sup>			8.8					2.40 <sup>AM</sup>	5.50 <sup>AM</sup>	7.10 <sup>AM</sup>	10.00 <sup>AM</sup>	1.40 <sup>PM</sup>	6.10 <sup>PM</sup>
<b>119</b>	<b>103</b>	<b>107</b>	<b>109</b>	<b>111</b>	<b>105</b>								<b>106</b>	<b>112</b>	<b>110</b>	<b>108</b>	<b>104</b>	<b>118</b>
14.6	14.6	14.6	14.6	14.6	14.6			Average speed per hour					21.1	21.1	21.1	21.1	17.6	17.6

No. 105 is superior to No. 106  
 No. 111 is superior to No. 112  
 No. 109 is superior to No. 110  
 No. 107 is superior to No. 108  
 No. 103 is superior to No. 104  
 No. 119 is superior to No. 118

Southward Trains

MOBERLY DIVISION

Northward Trains

4th CLASS		2nd CLASS		Distance from New Franklin	Time Table No. 6 Effective 12:01 A. M. June 6, 1926.			Station No. & Telephone	Car Capacity Water Tank	2nd CLASS		4th CLASS
	99 Mixed	17 Passenger	19 Passenger		STATIONS					18 Passenger	14 Passenger	98 Mixed
	Daily Except Sunday	Daily	Daily		LEAVE D MOBERLY ARRIVE MF			070 P	44 WY	Daily	Daily	Daily Except Sunday
	11.30 <sup>AM</sup>	12.30 <sup>PM</sup>	7.45 <sup>AM</sup>	35.8						11.05 <sup>AM</sup>	3.50 <sup>PM</sup>	11.00 <sup>AM</sup>
				35.1		0.7 Wabash Crossing						
	11.50	12.40	7.55	30.6		4.5 ELLIOTT		075 P	35	10.51	3.37	10.45
	12.10 <sup>PM</sup>	12.52	8.08	26.0	D	4.6 HIGBEE		079 P	40 Y	10.38	3.24	10.25
				25.9		0.1 C. & A. Crossing						
	12.35	1.11	8.25	17.6		8.3 BURTON		088 P	25	10.20	3.05	9.55
	1.10	1.29	8.44	10.9	D	6.7 FAYETTE		095 P	W38	10.05	2.50	9.30
	1.40	1.48	9.00	3.1		7.8 ESTILL		0102 P	28	9.45	2.30	9.00
	1.55 <sup>PM</sup>	1.54	9.08	0.8	N	2.3 FRANKLIN		189 P	Yard WC OYT	9.39	2.24	8.35 <sup>AM</sup>
		1.59 <sup>PM</sup>	9.15 <sup>AM</sup>		Arrive	0.8 NEW FRANKLIN	Leave	188 P		9.35 <sup>AM</sup>	2.20 <sup>PM</sup>	
	<b>99</b>	<b>17</b>	<b>19</b>			35.8				<b>18</b>	<b>14</b>	<b>98</b>
	14.1	24.0	24.4			Average speed per hour				24.4	24.4	14.1

No. 19 is superior to No. 18.  
 No. 17 is superior to No. 14.



**Southward Trains**

**ST. LOUIS DIVISION**

**Northward Trains**

Southward Trains								Distance St. Louis	Time Table No. 6				Northward Trains								
4th CLASS		3rd CLASS			2nd CLASS	1st CLASS			Station No. & Telephone	1st CLASS		2nd CLASS	3rd CLASS			4th CLASS					
93	91	71	75	73	9	5	3			6	8	10	76	70	74	90	92				
Way	Way	Mds.	Tanks	K. F. F.	Passenger	Flyer	Limited			Car Capacity	Wash.	Coal	Wye	Flyer	Limited	Passenger	Oil	K. F. F.	California Red Star	Way	Way
Tues. Thurs. Sat.	Mon. Wed. Friday	Daily	Daily	Daily	Daily	Daily	Daily			Stations				Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Saturday	Mon. Fri. Wed.
								Minute Time C.R.&Q.		Yard											
								8.0	ST. LOUIS	0.0	Leave										
								8.7	BADEN	8.7	Arrive										
								26.9	MACHENS	18.2	Arrive										
								32.1	MARAI'S CROCHE	5.2	Arrive										
								39.2	ST. CHARLES	7.9	Arrive										
								47.1	SEIB	7.8	Arrive										
								54.6	HAMBURG	7.5	Arrive										
								60.7	MATSON	6.1	Arrive										
								66.4	AUGUSTA	5.7	Arrive										
								74.0	DUTZOW	7.6	Arrive										
								77.9	MARTHASVILLE	3.9	Arrive										
								84.8	TRELOAR	6.9	Arrive										
								88.9	BERNHEIMER	4.1	Arrive										
								93.7	GORE	4.8	Arrive										
								97.0	CASE	3.3	Arrive										
								100.7	MCKITTRICK	3.7	Arrive										
								104.9	RHINELAND	4.2	Arrive										
								110.8	BLUFFTON	5.9	Arrive										
								116.0	PORTLAND	5.2	Arrive										
								121.4	STEEDMAN	5.4	Arrive										
								125.1	MOKANE	3.7	Arrive										
								131.2	TEBBETS	6.1	Arrive										
								137.6	WAINWRIGHT	6.4	Arrive										
								143.3	NORTH JEFFERSON	5.7	Arrive										
								146.3	BOUGHNER	3.0	Arrive										
								153.9	HARTSBURG	7.2	Arrive										
								162.4	EASLEY	8.9	Arrive										
								169.5	MCBAINE	7.1	Arrive										
								169.8	Columbia Branch Jct.	0.3	Arrive										
								171.7	HUNTSDALE	1.9	Arrive										
								178.4	ROCHEPORT	6.7	Arrive										
								181.0	LLOYDS	2.6	Arrive										
								188.3	NEW FRANKLIN	7.4	Arrive										
								188.8	Moberly Div. Jct.	0.6	Arrive										
								189.1	FRANKLIN	0.3	Arrive										
								189.1	FRANKLIN	0.3	Leave										
93	91	71	75	73	9	5	3	STATIONS		6	8	10	76	70	74	90	92				
12.8	11.5	20.8	16.4	18.8	27.5	36.6	36.7	Average speed per hour.		33.5	34.8	24.6	16.9	16.3	16.3	11.7	12.6				

Southward Trains

SEDALIA DIVISION

Southward Trains

4th Class			3RD CLASS			Distance from St. Louis	Time Table No 6 Effective 12:01 A. M. June 6, 1926. STATIONS	1ST CLASS		2ND CLASS			
95 Way Mon. Wed. Fri.			73 K. F. F. Daily	71 Mdse. Daily	75 Tanks Daily			5 Flyer Daily	3 Limited Daily	27 Passenger Daily	37 Mixed Daily Except Sunday	11 Equipment Daily	9 Passenger Daily
			3.00 <sup>PM</sup> 74	8.00 <sup>AM</sup>	3.05 <sup>AM</sup> 76	189.1	Leave N FRANKLIN Leave FR	2.10 <sup>AM</sup>	2.15 <sup>PM</sup>		5.35 <sup>AM</sup>	5.51 <sup>AM</sup>	6.55 <sup>PM</sup>
			3.05	8.07	3.10	190.7	KINGSBURY	2.13	2.18		5.38	5.55	7.00
						191.1	Mo. River Bridge						
			3.10	8.15 70	3.15	191.7	N BOONVILLE DS BY	2.20	2.26		5.50	5.58 <sup>AM</sup>	7.05 <sup>PM</sup>
			3.45 38	8.52 8	3.30	197.0	PRAIRIE LICK	2.30 76	2.38 74		6.05		
			4.05	9.13	3.48	203.4	N PILOT GROVE PG	2.42	2.50		6.50		
			4.15	9.23	3.58	206.3	HARRISTON	2.47	2.54		7.07 70		
			4.25	9.33	4.09	209.2	D PLEASANT GREEN PN	2.52	3.00 38		7.21		
			4.31	9.39	4.15	211.2	WILLIS	2.55	3.04		7.27		
			4.45	9.53	4.33	215.5	D CLIFTON CITY FN	3.03	3.10		7.40		
			5.00	10.12	4.55	221.1	D BEAMAN QD	3.13	3.19		8.09 8		
			5.15	10.27	5.10	226.3	DORSEY	3.20	3.26		8.20		
			lv 6.50 <sup>AM</sup>	5.30	10.30	227.1	N SEDALIA X	3.35	3.35	lv 8.45 <sup>AM</sup> 37	8.23 8.55 27		
						227.7	Mo. Pac. Crossing						
			7.00	5.40	10.45	230.8	POWELL	3.40	3.40	8.51	9.01		
			7.13	5.55	11.00	236.1	CAMP BRANCH	3.48	3.46	8.58	9.11		
			f 7.31 8	6.05	11.15	239.2	D GREEN RIDGE Q	3.53	3.50	9.03	9.30		
			f 7.45	6.20	11.30 74	243.8	D BRYSON KC	4.00	3.55	9.11	9.40 <sup>AM</sup>		
			s 8.30	6.33	11.45	247.8	D WINDSOR WI	4.07	4.02 28	9.20			
			s 9.00	6.55	12.10 <sup>PM</sup> 94	255.5	D CALHOUN CO	4.17 70	4.12	9.33			
			f 9.20	7.10	12.25	259.7	LEWIS	4.23	4.17	9.40			
						265.4	N NORTH CLINTON CB						
			s 10.00 74	7.30	12.55	266.6	St. L. S. F. Crossing Interlocker	4.35	4.30	10.00 95 74			
			f 11.00	7.55	1.25	273.4	CLINTON	4.45	4.40	10.11			
			s 11.55	8.20 76	1.55	280.2	LADUE	4.54	4.50	10.27			
			s 12.45 <sup>PM</sup>	8.38	2.15	285.7	D MONTROSE MS	5.02	4.59	10.42			
			1.30 <sup>PM</sup>	8.45 <sup>PM</sup>	2.25 <sup>PM</sup>	288.0	D APPLETON CITY AY	5.10 <sup>AM</sup>	5.08 <sup>PM</sup>	10.50 <sup>AM</sup>			
							N Arrive LINDALE Ar ND						
			<b>95</b>	<b>73</b>	<b>71</b>	<b>75</b>	98.9	<b>5</b>	<b>3</b>	<b>27</b>	<b>37</b>	<b>11</b>	<b>9</b>
			9.1	14.7	15.4	17.5	Average speed per hour.....	33.0	34.5	29.2	13.4	22.3	15.6

No. 11 is superior to No. 10  
 No. 9 is superior to No. 12  
 No's. 9, 10, 11 and 12 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 Rules 82 and 220)

Northward Trains

SEDALIA DIVISION

Northward Trains

2ND CLASS				1ST CLASS		Time Table No. 6 Effective 12:01 A. M. June 6, 1926.	Station Numbers	3RD CLASS			4TH CLASS		
12 Equipment	38 Mixed	28 Passenger	10 Passenger	6 Flyer	8 Limited			70 K. F. F.	74 California Red Star	76 Oil	94 Way		
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Tues. Thur. Saturday		
7.20 <sup>PM</sup>	4.10 <sup>PM</sup>		6.18 <sup>AM</sup>	1.49 <sup>AM</sup>	9.19 <sup>AM</sup>	N Arrive FRANKLIN Arrive FR	189	8.30 <sup>AM</sup>	3.00 <sup>PM</sup> 73	3.05 <sup>AM</sup> 75			
7.15	4.03		6.13	1.34	9.09	1.6 KINGSBURY	191	8.20	2.56	2.55			
						0.4 Mo. River Bridge							
Lv 7.10 <sup>PM</sup>	4.00		Lv 6.10 <sup>AM</sup>	1.31	9.05	0.6 N BOONVILLE DS BY	192	8.15 71	2.52	2.50			
	3.45 73			1.20	8.52 71	5.3 PRAIRIE LICK	197	7.50	2.38 3	2.30 5			
	3.30			1.10	8.42	6.4 N PILOT GROVE PG	203	7.20	2.10	1.50			
	3.10			1.05	8.36	2.9 HARRISTON	206	7.07 37	1.58	1.37			
	3.00 3			1.00	8.31	2.9 D PLEASANT GREEN PN	209	6.55	1.45	1.25			
	2.35			12.55	8.26	2.0 WILLIS	211	6.50	1.35	1.15			
	2.25			12.49 76	8.19	4.3 D CLIFTON CITY FN	216	6.35	1.23	12.49 6			
	2.00			12.39	8.09 37	5.6 D BEAMAN QD	221	6.20	1.00	12.17			
	1.48			12.32	8.02	5.2 DORSEY	226	6.05	12.35	12.05 <sup>AM</sup>			
	1.45	Lv 5.00 <sup>PM</sup>		12.30	8.00	0.8 Mo. Pac. Interlocker		6.00	12.30	11.50	Lv 2.00 <sup>PM</sup>		
						0.6 N SEDALIA X	227						
						0.6 Mo. Pac. Crossing							
	1.02	4.50		12.12	7.42	3.1 POWELL	231	5.45 75	12.15 <sup>PM</sup>	11.40	1.45		
	12.52	4.37		12.04 <sup>AM</sup>	7.35	5.3 CAMP BRANCH	236	5.22	11.55	11.20	1.30		
	12.45	4.30		11.59	7.31 95D	3.1 GREEN RIDGE Q	239	5.10	11.47	11.07	1.20		
	Lv 12.35 <sup>PM</sup>	4.15		11.53	7.26	4.6 BRYSON KC	244	4.55	11.30 71	10.47	1.05		
		4.02 3		11.46	7.21	4.0 WINDSOR WI	248	4.41	11.10	10.30	12.50		
		3.45		11.34	7.10	7.7 CALHOUN CO	255	4.17 5	10.40	9.55	12.10 <sup>PM</sup> 71		
		3.35		11.29	7.05 75	4.2 LEWIS	260	3.50	10.25	9.36	11.45		
						5.7 NORTH CLINTON CB							
		3.23		11.17	6.56	1.2 St. L.-S. F. Crossing Interlocker		3.25	10.00 95 27 94	9.10	11.15 27 74 9.05		
		3.03		11.02	6.44	6.8 CLINTON	267	3.00	9.40	8.45	7.50 75		
		2.52		10.52	6.36	6.8 LADUE	273	2.38	9.22	8.20 73	7.30		
		2.38		10.43	6.29	5.5 D MONTROSE MS	280	2.22	9.07	8.00	7.15		
		2.30 <sup>PM</sup>		10.40 <sup>PM</sup>	6.25 <sup>AM</sup>	2.2 D APPLETON CITY AY	286	2.15 <sup>AM</sup>	9.00 <sup>AM</sup>	7.50 <sup>PM</sup>	7.00 <sup>AM</sup>		
						N Leave LINDALE Leave ND	288						
<b>12</b>	<b>38</b>	<b>28</b>	<b>10</b>	<b>6</b>	<b>8</b>			<b>70</b>	<b>74</b>	<b>76</b>	<b>94</b>		
15.6	15.2	24.3	19.5	30.9	34.1	98.9		15.8	16.5	13.6	8.7		
Average speed per hour.....													

No. 11 is superior to No. 10  
 No. 9 is superior to No. 12  
 No's. 9, 10, 11 and 12 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 Rules 82 and 220)

6		Southward Trains						NEVADA DIVISION										Northward Trains			
4TH Class	3RD CLASS			2ND CLASS		1ST CLASS		Distance from St. Louis Station Number	Time Table No. 6		Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	1ST CLASS		2ND CLASS		3RD CLASS			4TH Class		
97 Way	73 K. F. F.	71 Mdse.	75 Tanks	55 Mixed	27 Passenger	3 Limited	5 Flyer		Effective 12:01 A. M.	June 6, 1926.		8 Limited	6 Flyer	28 Passenger	54 Mixed	74 California Red Star	76 Oil	70 K. F. F.	96 Way		
Tues. Thur. Saturday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday				
6.30 <sup>AM</sup>	11.00 <sup>PM</sup>	3.15 <sup>PM</sup>	9.00 <sup>AM</sup>		10.50 <sup>AM</sup>	5.08 <sup>PM</sup>	5.10 <sup>AM</sup>	288 288	Leave N	LINDALE	Arrive ND	PCYWOS 250	6.25 <sup>AM</sup>	10.40 <sup>PM</sup>	2.30 <sup>PM</sup>		8.35 <sup>AM</sup>	7.40 <sup>PM</sup>	2.05 <sup>AM</sup>	2.15 <sup>PM</sup>	
6.45	11.20	3.32	9.25		11.01	5.16	5.18	294.5 294	D	ROCKVILLE	RK P	39	6.13	10.26	2.15		8.05	7.10	1.30	1.45	
7.10	11.35	3.42	9.40		11.12	5.21	5.23	298.4 298	D	SCHELL CITY	SCP	95	6.08	10.21	2.05		7.50	6.53	1.15	1.30	
7.35 <sup>74</sup>	11.55	3.55	10.00		11.22	5.27	5.29	303.5 303	D	HARWOOD	WD P	57	6.01	10.15	1.55		7.35 <sup>97</sup>	6.35	12.55	1.10	
7.55	12.35 <sup>70</sup>	4.10	10.20	lv 7.15 <sup>74</sup>	11.35	5.34	5.36	309.3 309	D	WALKER	WR PY	95	5.55	10.07	1.45	11.15 <sup>AM</sup>	7.15 <sup>55</sup>	6.10	12.35 <sup>73</sup>	12.45	
8.10	12.50	4.32	10.40	7.25	11.50	5.42 <sup>76</sup>	5.45	316.7 316	N	TOWER	NA	110	5.45 <sup>5</sup>	9.57	1.32	11.02	6.57	5.42 <sup>3</sup>	12.15	12.20	
8.45	12.55	4.35	10.50	7.30 <sup>AM</sup>	11.55 <sup>AM</sup>	5.51	5.53	317.1 317	N	NEVADA	PYW	85	5.44	9.55	1.30 <sup>PM</sup>	11.00 <sup>AM</sup>	6.55	5.32	12.10 <sup>AM</sup>	12.15 <sup>PM</sup>	
9.05	1.15	4.55	11.15			6.02	6.03	323.4 323	P	ELLIS	P	81	5.30	9.44			6.40	5.15	11.50	11.45	
9.20	1.25	5.05 <sup>76</sup>	11.28 <sup>96</sup>			6.08	6.08	326.9 327	P	DEERFIELD	P	97	5.24	9.39			6.30	5.05 <sup>71</sup>	11.40	11.28 <sup>75</sup>	
9.40	1.37	5.17	11.45			6.16	6.14 <sup>74</sup>	331.2 331	D	EVE	CN P	47	5.15	9.34			6.14 <sup>5</sup>	4.50	11.30	11.10	
								337.4		St. L.—S. F. Crossing											
								337.6		Mo. Pac. Crossing											
10.30	2.00	5.40	12.15 <sup>PM</sup>			6.35	6.33	338.2 338		FORT SCOTT	PW	51	5.00	9.20			5.45	4.30	11.10	10.45	
								339.1	N	Mo. Pac. Interlocker	XR										
10.55	2.25	6.00	12.43			6.48	6.44	345.2 345	P	RONALD	P	98	4.45	9.05			5.30	4.10	10.45	10.00	
11.25	2.45	6.20	1.05			7.00	6.53	351.1 351	D	HIATTVILLE	HP	97	4.35	8.56			5.15	3.55	10.30	9.40	
11.55	3.10	6.45	1.35			7.12	7.02	358.0 358	D	HEPLER	PR PW	69	4.23	8.47			4.57	3.33	10.10	9.15	
								365.0		A. T. & S. F. Interlocker											
12.20 <sup>PM</sup>	3.35	7.25 <sup>3</sup>	2.05			7.25 <sup>71</sup>	7.11	365.0 365	N	WALNUT	WA P	69	4.12	8.37			4.40	3.10	9.40	8.45	
12.55	3.59 <sup>74</sup>	8.25 <sup>6</sup>	2.40 <sup>76</sup>			7.37	7.20	372.9 373	D	ST. PAUL	OMP	96	3.59 <sup>73</sup>	8.25 <sup>71</sup>			4.20 <sup>73</sup>	2.40 <sup>75</sup>	9.10	8.20	
1.15	4.40	8.45 <sup>70</sup>	3.00			7.49	7.30	379.5 380	D	SOUTH MOUND	OP P	95	3.50	8.17			4.05	2.25	8.45 <sup>71</sup>	7.55	
1.30	4.55	8.55	3.10			7.55	7.35	382.6 383	P	CUT OFF	P		3.45	8.11			3.55	2.15	8.30	7.45	
2.00 <sup>76</sup>	6.00 <sup>AM</sup>	10.00 <sup>PM</sup>	3.30 <sup>PM</sup>			8.05 <sup>PM</sup>	7.45 <sup>AM</sup>	386.0 386	N Ar	NORTH YARD	Leave SY	COPYW Yard					3.30 <sup>AM</sup>	2.00 <sup>PM</sup>	8.15 <sup>PM</sup>	7.30 <sup>AM</sup>	
								387	N Ar	PARSONS	W Leave		3.40 <sup>AM</sup>	8.05 <sup>PM</sup>							
97	73	71	75	55	27	3	5						8	6	28	54	74	76	70	96	
13.1	14.0	14.5	15.1	31.2	26.9	33.4	38.1						35.8	38.2	29.1	31.2	19.3	17.3	16.3	14.5	
											Average speed Per hour.....										

No's 54 and 55 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 Rules 82 and 220)



Southward Trains

HOLDEN DIVISION

Northward Trains

SPEED TABLE

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

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

2ND CLASS		Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926.		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	2ND CLASS		
37 Mixed	Daily Except Sunday		38 Mixed	Daily Except Sunday					
9.40AM		243.8	Leave	BRYSON	KC	244	Jct.	PY	12.35PM
9.59		250.0		SUTHERLAND		E 6	12		12.10PM
10.20		255.7	D	LEPTON	B	E 12	20		11.50
10.32		258.8		POST OAK		E 15	18		11.30
11.10	38	264.7	D	CHILHOWEE	CW	E 21	17		11.10 37
11.25		269.4		MAGNOLIA		E 26	20		10.40
12.10PM		276.2	D	HOLDEN	HN	E 32	26		10.15
1.05		287.0		GUNN CITY		E 43	18		8.50
1.35		290.7	D	EAST LYNNE	YN	E 48	38		8.35
				Mo. Pac. Crossing Interlocker					
2.10		297.5	D	HARRISONVILLE	HA	E 55	29		8.00
		298.0		St. L.-S. F. Crossing K. C. C. & S. Crossing					
2.55		306.8	D	FREEMAN	RA	E 63	22		6.55
3.15		311.4		WEST LINE		E 68	0		6.25
		315.2		OLDS		E 71	7		
3.45		316.8	D	LOUISBURG	UI	E 73	24		6.00
4.05		322.6		SOMERSET		E 78	18		5.15
		329.9		Mo. Pac. Interlocker					
4.35		330.1		PAOLA "A"	PO	E 86	Yard		4.45
		330.4		St. L. S. F. Crossing					
4.40PM		330.5	Arrive N	PAOLA "D" PD Leave		A 43	Yard	CTWO	4.30AM
37				86.7					38
12.4				Average speed per hour					10.7

Southward Trains

EL DORADO BRANCH

Northward Trains

2ND CLASS		Distance from St. Louis	Time Table No. 6 Effective 12:01 A. M. June 6, 1926.		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	2ND CLASS		
53 Mixed	Daily		52 Mixed	Daily					
11.00AM			Leave	NEVADA		317	PYCW		7.30AM
				Via Nevada Division					
11.25AM		309.3	Ar D	WALKER	Ar WR	309	PY		7.10AM
11.35		311.8		HANDLEY		F 3			7.00
11.50		316.1		DEDERICK		F 7			6.45
12.15PM		323.2	Arrive	EL DORADO SPRINGS	Leave	F 14	Y		6.25AM
53				21.8					52
17.4				Average speed per hour					20.1

SPECIAL INSTRUCTIONS

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

- 1(A). On Columbia Branch. No. 105 is superior to No. 106. No. 111 is superior to No. 112. No. 109 is superior to No. 110. No. 107 is superior to No. 108. No. 103 is superior to No. 104. No. 119 is superior to No. 118.

- 1(B). On Nevada Division, No's. 55 and 54 more than one hour behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order.

- 1(C). On Sedalia Division, No's. 9, 10, 11 and 12 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.

- 1(D). Third Class and inferior trains and yard engines will clear first class trains at least ten minutes.

2. First and second class trains register at Machens, Franklin and Lindale by form 68, except when displaying signals for following sections, stop and register or get operator's written acknowledgment for signals displayed.

- 2(A). Freight trains only are required to register at North Yard.

Table with columns: STATION, ARRIVAL, DEPARTURE. Rows: St. Charles, McKittrick, Sedalia, Nevada.

3. Automatic block signals and switch indicator indications and rules will govern movements Columbia Branch trains between Columbia Branch Junction and North passing track switch McBaine against all trains on St. Louis Division main track.

3(A). Trains stopped by automatic block signal 127.0 approaching Mokane northward may proceed without flagman preceding the train, but otherwise be governed by rule 343. For yard movements, switch indicators will govern. When indicator is in stop position, yard movements must be preceded by flagman in block territory.

3(B). Automatic block and switch indicator signals and rules will govern Nevada Division trains crossing Kansas City Division Main Track at M-K-T Crossing, (Located 1.3 miles north of North Switch North Yard). Nevada Division trains finding switch indicator indicating train in the block must protect by flagman in both directions on Kansas City Division before crossing over.

3(C). Automatic Block Signal and switch indicator indications and rules will govern Moberly Division trains crossing St. Louis Division main track at Moberly Division Junction against all St. Louis Division trains.

3(D). Three position automatic block signal No. 27.8 located at south passing track switch, Machens, all rules governing an automatic block signal must be observed in connection with this signal.

4. Maximum speed (miles per hour):

Table with columns: Between, Passenger Trains, Regular Schedule Stock, Meat, Mds. and K F F Trains, Other Freight Trains. Rows: Machens and Franklin, Mile Post 199 and Mile Post 219, Mile Post 219 and Sedalia, Sedalia and Parsons, Moberly and Franklin, Paola and Bryson, Walker and Eldorado Springs, McBaine and Columbia.

4(A). Maximum speed over bridges:

Table with columns: Name, Location, Miles per hour while engine crossing. Rows: No. River, Bon Femme.

All steel span bridges Columbia Branch fifteen miles per hour.

4(B). Maximum speed engines backing up with or without cars, 15 miles per hour.

4(C). Maximum speed entering or leaving main line turn-outs, passenger trains 20 miles per hour, freight trains 15 miles per hour.

4(D). Maximum speed freight engines on passenger trains or running light.

Table with columns: Standard Switch, Steam Wrecker, Steam Wrecker, Steam Wrecker, Steam Wrecker. Rows: 60% Engines 35 miles per hour, 54%, 44%, 41%, 30%, between Parsons and Beaman, between Beaman and Franklin, between Franklin and Machens, between Franklin and Moberly.

4(E). City ordinance speed restrictions:

Table with columns: Station, Miles per hour. Rows: Boonville, Higbee, Fayette, Pilot Grove, New Franklin, St. Charles, Rhineland, Sedalia, Moberly, Clinton, Montrose, Appleton City, Rockville, Schell City, Walker, Harwood, Nevada, Hooper, Walnut, Windsor, Green Ridge.

5. All trains reduce to 15 miles per hour over Missouri Pacific shop track crossing, Sedalla.

- 6. Standard clocks are located: Telegraph office—Sedalla, Franklin, McBaine, McKittrick, Machens, Baden, Moberly, Lindale, Tower, North Yard, and Parsons.

7. All trains run at restricted speed between Puzzle switch 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(A). First and second class trains meeting first and second class trains at New Franklin use house track west side of main line and at Franklin use old Moberly main and short "eye" track.

7(B). All trains must receive signal from Bridge Watchman before going onto Missouri River Bridge 191.1 Boonville, between 4 A. M. and 8 P. M. and be governed by automatic block signals and proceed under control expecting to receive stop signal at any time between 8 P. M. and 4 A. M.

7(C). Unless otherwise specified by train order, the time table and train order meet, time or restrictions at Mokane apply for Northward trains at the cross-over located at North end of yard and for Southward trains at the cross-over located at South end of yard:

7(D). Passing track Sedalia; north switch is located just south Mo. Pac. Interlocker and south switch at 10th street.

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

Table with columns: Name, Location (MP), End Connected to Main Track, Car Capacity. Rows: Black Walnut, Culdesac, Jungs, Weldon Springs, Nadja, Long, Finney, Defiance, Klondike, Nona, Peers, Claysville, Wilton, Providence, Pearsons, Choteau Springs, Sweeney, Liberty, Russell, Talbot, Daly Brick, Daly Shale, Hollister, Prettyman, Fenwick, Wea, Harkes.

8(A). Mail cranes other than at stations shown on schedule page:

Table with columns: Name, Location, Location. Rows: Weldon Springs, Defiance, Wilton, MP 157.5.

8(B). Water tanks other than at stations shown on schedule page:

Table with columns: Name, Location; Name, Location. Rows: Sweeney, Grand River, Osage River, Neosho River, Big Creek, Post Oak, M. P. E-284.3, M. P. E-261.2.

9. Following yards are protected by Yard Limit Boards: Sedalia, Beaman, Boonville, Kingsbury, Franklin, New Franklin, Pearsons, Moberly, McKittrick, St. Charles Columbia, Clinton, Lindale, Nevada, Ft. Scott, North Yard, Parsons and Paola.

10. Bulletin books are located:

Telegraph Office—Sedalla, Franklin, Baden, Moberly, McBaine, Lindale, McKittrick, North Yard, Tower, Parsons and Paola "D", Roundhouses—Franklin, Baden and Parsons.

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

12. Watch inspectors:

Sidney Y. Ball, General Time Inspector, Railway Exchange Bldg., Chicago, Ill. J. W. Dodge, Jr., Asst. General Time Inspector, 1801 Railway Exchange Building, St. Louis, Mo.

13. Automatic Block signals:

Between 3rd street Sedalia Signal 227.0 and Signal 1869 just North of MP 187. For northward movements: MP 170.8, MP 169.8, MP 168.8, MP 127.0, MP 167.7, MP 168.9, MP 169.7, MP 177.18. For movements in both directions: between MP 227.7 and 223.8, MP 281.7 and 386.2. Automatic block signals Nos. 2043 and 2048 are color light signals—green for proceed; yellow for caution; red for stop. In event light not burning be governed by Rule 343.

13. Automatic Block signals:

Between 3rd street Sedalia Signal 227.0 and Signal 1869 just North of MP 187. For northward movements: MP 170.8, MP 169.8, MP 168.8, MP 127.0, MP 167.7, MP 168.9, MP 169.7, MP 177.18. For movements in both directions: between MP 227.7 and 223.8, MP 281.7 and 386.2.

Automatic block signals Nos. 2043 and 2048 are color light signals—green for proceed; yellow for caution; red for stop. In event light not burning be governed by Rule 343.

14. Flag stops not shown on schedule page:

Table with columns: Train, Station, Revenue Passengers from or to, All Stations. Rows: 3, 90 & 91, 9 & 10, 9 & 10, 9 & 10, 9 & 10, 9 & 10, 9 & 10, 9, 10, 90 & 91, 9, 10 & 91, 9, 10, 90 & 91, 9, 10, 92 & 93, 9, 10, 92 & 93, 9, 10, 92 & 93, 9, 10, 92 & 93, 37 & 38, 37 & 38, 9 & 10, 3, 5 & 6, 5, 8, 3, 19, 17, 18 & 14, 19, 17, 18 & 14, 5, 5, 3, 3, 2, 3, 3, 3, 8, 8, 8, 27, 38, 27, 38.

15. Local Trains:

No's. 90 and 91 carry passengers between McKittrick and Machens. No's. 92 and 93 carry passengers between McKittrick and New Franklin. No's. 94 and 95 carry passengers between Lindale and Sedalia. No's. 96 and 97 carry passengers between Lindale and Southbound. No's. 98 and 99 carry passengers between Franklin and Moberly.

16. Engines heavier than 30% must not be run over Columbia or Eldorado Branches nor over the Holden Division.

16(A). Engines heavier than 30% will not be double headed over Missouri River bridge 191.1 and Bon Femme bridge 692.7.

16(B). No Engines heavier than 41% freight and 38% passenger will be run over Bon Femme bridge 692.7.

16(C). Steam wrecker and engines heavier than 30% must be separated at least 5 cars over Missouri River bridge 191.1 and Bon Femme bridge 692.7.

16(D). Mo. Pac. Crossing at 13th street Sedalia is protected with a crossing gate. The position of this gate is indicated by a red board located on the gate post equipped with a yellow light at each end of the red board. When the gate is clear for the M-K-T the red board and yellow lights will be in a nearly horizontal position. All trains and engines will approach this crossing at a restricted speed and will not pull over crossing until it is known that the way is clear, and must not exceed a speed of ten (10) miles per hour over crossing.

16(E). Standard Switch Engines dead in train will be handled with tender of switch engine towards head end of train. Trains handling such engines dead in train will not exceed a speed of 20 miles per hour.



# SPECIAL INSTRUCTIONS---Continued

17. Abbreviations: "W", water; "C", coal; "T", turn table; "S", track scales; "O", oil; "Y", wye; "P", telephone; "D", day office; "N", night and day office; "NO", night office; "M", meals.

18. When vehicles or persons are seen approaching crossing, or where view of public crossing is in any manner obscured so engineers cannot see vehicles or persons approaching such crossing, the engine men must in all cases (in addition to the regulation whistle which must be sounded 1,320 feet from crossing) start blowing the whistle at a distance of 500 feet from the crossing and continue until engine has passed over crossing.

19. C. B. & Q. Time table governs between Machens and North Market street St. L. M. B. T. Ry. and T. R. R. A. Time table governs between N. Market street and Union Station, St. Louis.

20. List of structures which will not clear man on side or top of car or engine:—  
Lindale and Paola coal chutes, bridges No's. 0-92.7; E-305.3; E-323.6; 191.1; also mail cranes when pouch is hung thereon.

## 21. TONNAGE RATINGS.

		Locomotives										
		61% Booster		61%		54%		44%		30%		
From	To	Ad-just-ment Tons	Rat-ing Tons	No. Cars	Rat-ing Tons	No. Cars	Rat-ing Tons	No. Cars	Rat-ing Tons	No. Cars	Rat-ing Tons	No. Cars
Baden	Franklin	10					3000	91	2600	79	1800	54
W. Alton	Franklin	12					3600	109	3100	94	2100	64*
Franklin	Baden	10					3000	91	2600	79	1800	54
Franklin	West Alton	12					3600	109	3100	94	2100	64*
Franklin	Sedalia	4	1620	50	1350	41	1275	40	1075	35	770	25
Sedalia	Franklin	4	1740	53	1450	44	1350	41	1100	35	800	25
Sedalia	Parsons	6	2500	76	2150	65	1975	60	1500	45	1160	35
Sedalia	Lindale	7	3000	91	2500	76	2375	72	1800	54	1360	41*
Parsons	Sedalia	6	2600	79	2240	68	2000	61	1500	45	1160	35
Lindale	Bryson	6	2720	82	2340	71	2100	63	1550	47	1200	36*
Bryson	Sedalia	9	3500	106	3000	91	2500	76	1800	54	1400	42*
Franklin	Moberly	5					1650	50	1350	41	920	28
Moberly	Franklin	5					1650	50	1350	41	920	28
Moberly	Fayette	9					2475	75	2025	61	1380	42*
McBaine	Columbia	4									1100	30
Columbia	McBaine	4									920	28
Bryson	Paola	4									700	21
Bryson	Holden	5									1100	33*
Paola	Bryson	4									800	24
Holden	Bryson	6									1200	36*
Walker	EldoradoSp.	5									800	24
Eldorado Sp.	Walker	5									920	28

\* Excess rating.

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

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

22.

## LIST OF SURGEONS M-K-T RAILROAD COMPANY AND M-K-T RAILROAD EMPLOYES' HOSPITAL ASSOCIATION. ST. LOUIS DISTRICT

Stations	Name	Office
Sedalia	E. F. Yancey, Medical Director	M-K-T Hospital
Sedalia	M. P. Shy, Division Surgeon Examiner	M-K-T Hospital
Sedalia	W. A. Beckemeyer, Con. Surgeon	139 W. 5th
Sedalia	W. J. Ferguson, Con. Surgeon	I.O.O.F. Bldg.
Sedalia	C. A. McNeil, Con. Surgeon	111 W. 4th
Sedalia	J. G. Love, Con. Specialist	Igenritz Bldg.
Sedalia	Guy Titsworth, Con. Specialist	111 W. 4th
St. Louis		New St. Johns Hospital, 307 South Euclid
St. Louis	Cyrus E. Burford, G. U. Specialist	958 Arcade Bldg.
St. Louis	Eilsworth Smith, Con. Int. Medicine	Humboldt Bldg.
St. Louis	Frank R. Fry, Con. Specialist	Humboldt Bldg.
St. Louis	J. A. Flury, Con. Specialist	Humboldt Bldg.
St. Louis	Hanau W. Loeb, Con. Specialist	337 N. Grand
St. Louis	Noxon Toomey, Con. Specialist	Lister Bldg. Tay. & Oliv.
St. Louis	E. P. North, Con. Oculist	3511 Wash. Blvd.
St. Louis	C. H. Pope, Phys. & Surgeon Examiner	Suite 1890 RR. Ex Bldg.
		Local Surgeons
St. Louis	V. B. Kieffer, Divn. Surgeon-Examiner	Lister Building
	S. B. Westlake, Con. Specialist	537 No. Grand
	J. F. Mayes, Local Surgeon	1801A Olive St.

22. (Continued)

## LIST OF SURGEONS M-K-T RAILROAD COMPANY AND M-K-T RAILROAD EMPLOYES' HOSPITAL ASSOCIATION

### ST. LOUIS DISTRICT

N. St. Louis	H. F. Miller, Examiner	730 Baden Ave.
St. Charles	F. J. Talbot	
Augusta	W. C. Schmidt	
Treloar	A. M. Underwood	
Rhinecland	O. R. Rauschelbach	
Mokane	C. B. Nichols, Examiner	
Mokane	J. E. Parmer	
Jefferson City	Wm. A. Clark	
Jefferson City	Cortez Enloe	
Rocheport	W. E. Ancell	
McBaine	F. R. Williamson	
Columbia	W. R. Shaefer	213-215 Guitar Bldg.
Columbia	C. M. Sneed	222 Guitar Bldg.
New Franklin	J. B. Fleet, Examiner	
New Franklin	G. L. Chamberlain	
Moberly	E. R. Hickerson	
Moberly	Thos. S. Fleming	
Higbee	C. F. Burkhalter	
Fayette	V. Q. Bonham	
Boonville	Frank Smiley, Examiner	K. P. Bldg.
Pleasant Green	J. S. Parrish	
Windsor	H. M. Wall	
Appleton City	R. J. Smith	
Clinton	R. D. Halre	
Clinton	N. I. Stebbins	
Nevada	G. C. Wilson, Examiner	Willson Bldg.
Nevada	J. M. Yater, Examiner	Moore Bldg.
Pt. Scott	R. Altman	
Pt. Scott	W. T. Wilkening	
Parsons	Albert Smith, Div. Surgeon Examiner	M-K-T Hospital
Parsons	J. C. Creel, Div. Surgeon Examiner	M-K-T Hospital
Eldorado Spgs.	J. W. Dawson	
Holden	S. A. Murray	
Leeton	E. Y. Pare	
Paola	P. A. Pettit	

A. E. BOUGHNER,  
Superintendent  
St. Louis Terminals.

C. W. BATES,  
F. P. STOCKER,  
Train Masters.

J. H. HENLEY,  
W. L. HUNNICUTT,  
Road Foreman of Engines.

D. E. DOYLE,  
Chief Dispatcher.

N. C. Griffith  
W. A. Taylor  
P. M. McGee  
G. D. Houston  
Train Dispatchers.

D. W. Johnston  
Charles Webb  
F. D. Peyton

**ST. LOUIS  
DISTRICT**

**TIME TABLE  
NO. 6**

**Effective  
June 6, 1926**