

MISSOURI-KANSAS-TEXAS RAILROAD CO.

SAFETY

ST. LOUIS DISTRICT

FIRST

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.

J. F. HICKEY

Superintendent

O. W. CAMPBELL

Superintendent Transportation

F. W. GRACE

General Superintendent

H. E. MCGEE

Vice President and General Manager

Southward Trains

COLUMBIA BRANCH

Northward Trains

2ND CLASS						Distance from McBaine	Time Table No 7 Effective 12:01 A. M. February 20, 1927			Station Numbers	Distance from St. Louis	Car Capacity Water Tank	2ND CLASS						
115 Mixed Daily	113 Mixed Daily	103 Mixed Daily	107 Mixed Daily	109 Freight Daily Except Sunday	105 Mixed Daily		STATIONS						112 Mixed Daily	110 Freight Daily Except Sunday	108 Mixed Daily	104 Mixed Daily	114 Mixed Daily	116 Mixed Daily	
5.40 ^{PM}	2.30 ^{PM}	12.50 ^{PM}	7.15 ^{AM}	5.40 ^{AM}	12.40 ^{AM}	8.8	D Leave	COLUMBIA	9.0	AB 9	178.3	Yard	3.31 ^{AM}	6.52 ^{AM}	8.33 ^{AM}	2.10 ^{PM}	3.55 ^{PM}	7.00 ^{PM}	
5.52	2.42	1.02	7.27	5.52	12.52	5.8		LIMERICK	1.7	AB 6	175.3	6	3.23	6.42	8.23	2.00	3.45	6.50	
5.58	2.48	1.08	7.33	5.58	12.58	4.1		TURNER	1.9	AB 4	173.6	6	3.19	6.37	8.18	1.55	3.40	6.45	
6.05	2.55	1.15	7.40	6.05	1.05	2.2		BRUSHWOOD	1.2	AB 2	171.7		3.14	6.32	8.13	1.50	3.35	6.40	
6.09	2.59	1.19	7.44	6.09	1.09	1.0		DANIEL	1.0	AB 1	170.5	8	3.10	6.27	8.08	1.45	3.30	6.35	
6.16 ^{PM}	3.06 ^{PM}	1.26 ^{PM}	7.51 ^{AM}	6.16 ^{AM}	1.16 ^{AM}	.0	N Arrive	McBAINE	8.8	170	169.5	W	3.06 ^{AM}	6.22 ^{AM}	8.03 ^{AM}	1.40 ^{PM}	3.25 ^{PM}	6.30 ^{PM}	
115 14.7	113 14.7	103 14.7	107 14.7	109 14.7	105 14.7		Average speed per hour.....							112 21.1	110 17.6	108 17.6	104 17.6	114 17.6	116 17.6

No. 105 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. 113 is superior to No. 114
 No. 115 is superior to No. 116

Southward Trains

MOBERLY DIVISION

Northward Trains

4th CLASS		2nd CLASS		Distance from New Franklin	Time Table No. 7 Effective 12:01 A. M. February 20, 1927			Station No. & Telephone	Car Capacity Water Tank	2nd CLASS		4th CLASS	
99 Mixed Daily Except Sunday	17 Passenger Daily	STATIONS			14 Passenger Daily	98 Mixed Daily Except Sunday							
10.55 ^{AM}	12.30 ^{PM}	35.8	LEAVE D	MOBERLY	ARRIVE MF	070 P	44 WY	4.30 ^{PM}	10.15 ^{AM}				
		35.1		Wabash Crossing									
11.10	12.40	30.6		ELLIOTT		075 P	32	4.16	10.05				
11.30	12.53	26.0	D	HIGBEE		079 P	40 Y	4.03	9.45				
		25.9		C. & A. Crossing									
11.55	1.10	17.6		BURTON		088 P	25	3.44	9.15				
12.20 ^{PM}	1.29	10.9	D	FAYETTE		095 P	W38	3.29	8.50				
12.50	1.45	3.1		ESTILL		0102 P	28	3.09	8.00				
1.10	1.53	0.8	N	FRANKLIN		189 P	Yard WC OYT	3.03	7.25				
1.15 ^{PM}	2.00 ^{PM}		Arrive	NEW FRANKLIN	Leave	188 P		3.00 ^{PM}	7.20 ^{AM}				
99 15.3	17 23.9		Average speed per hour.....					14 23.9	98 12.3				

No. 17 is superior to No. 14.



Southward Trains

ST. LOUIS DIVISION

Northward Trains

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Southward Trains								Distance From St. Louis	Time Table No. 7 Effective 12:01 A. M. February 20, 1927	Station No. & Telephone Car Capacity Water, Coal Wye.	Northward Trains									
4th CLASS		3rd CLASS			2nd CLASS	1st CLASS					1st CLASS	2nd CLASS	3rd CLASS		4th CLASS					
93	91	71	75	73	9	5	3				6	4	10	76	70	74	90	92		
Way	Way	Mdse.	Tanks	K. F. F.	Passenger	Flyer	Limited		Flyer	Limited	Passenger	Oil	K. F. F.	California Red Star	Way	Way				
Tues. Thurs. Sat.	Mon. Wed. Friday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Saturday	Mon. Fri. Wed.				
						9 03PM	9 06AM	0.0	Leave	ST. LOUIS	Arrive	UD								
		6 05AM	8 20PM	12 01PM	12 30AM			8.7		BADEN			2 00PM	9 30PM	3 30AM	1 50PM				
		6 55AM	9 15PM	1 10PM	1 30AM		9 52PM	26.9		MACHENS	Arrive	TJ	6 55AM	7 05PM	12 55PM	8 00PM				
		7 20	9 27	1 32	1 45		10 00	32.1		MARAIS CROCHE			6 45	6 55	12 35	7 30				
		9 00	9 44	2 02	2 02	1 35PM	10 11	39.2		ST. CHARLES	Arrive	CH	6 35	6 45	1 05PM	12 10PM				
		9 38	10 23	2 35	2 23	1 52	10 23	47.1		SEIB			6 20	6 27	12 49	11 40				
		10 10	10 50	3 05	2 41	2 07	10 33	54.6		HAMBURG			6 09	6 17	12 33	11 15				
		10 50	11 10	3 27	2 58	2 20	10 42	60.7		MATSON	Arrive	MY	5 58	6 07	12 20	10 50				
		11 30	11 25	3 50	3 14	2 32	10 50	66.4		AUGUSTA			5 48	5 57	12 07PM	10 30				
		11 51	11 45	4 20	3 33	2 47	10 59	74.0		DUTZOW			5 36	5 47	11 51	10 08				
		12 10PM	11 55	4 35	3 43	2 57	11 05	77.9		MARTINSVILLE	Arrive	MV	5 29	5 40	11 42	9 55				
		12 40	12 15AM	5 00	3 59	3 11	11 14	84.8		TRELOAR			5 16	5 30	11 26	9 32				
		12 55	12 27	5 23	4 10	3 21	11 20	88.9		BERNHEIMER			5 09	5 23	11 12	9 18				
		1 10	12 38	5 37	4 20	3 30	11 26	93.7		GORE			5 02	5 16	11 04	9 05				
		1 28	12 49	5 50	4 30	3 39	11 31	97.0		CASE			4 56	5 10	10 54	8 52				
lv 6 15AM	Ar 1 45PM	1 10	6 05	4 50	3 47	11 36	11 49	100.7		MCKITTRICK	Arrive	MC	4 50	5 05	10 45	8 40				
6 30		1 22	6 20	5 02	3 56	11 42	11 55	104.9		RHINELAND			4 44	4 58	10 35	8 25				
6 50		1 40	6 48	5 17	4 08	11 49	12 03PM	110.8		BLUFFTON			4 36	4 50	10 22	8 07				
7 10		1 55	6 55	5 32	4 20	11 56	12 10	116.0		PORTLAND			4 28	4 42	10 10	7 48				
7 30	76	2 10	7 15	5 47	4 35	12 03AM	12 17	121.4		STEDMAN			4 20	4 35	9 57	7 30				
7 45		2 22	7 27	6 00	4 45	12 10	12 23	125.1		MOKANE	Arrive	MO	4 15	4 30	9 48	7 20				
8 05		2 40	7 47	6 20	4 59	12 19	12 33	131.2		TEBBETS			4 04	4 20	9 33	7 00				
8 30		3 00	8 07	6 40	5 13	12 28	12 42	137.6		WAINWRIGHT			3 55	4 10	9 19	6 40				
9 05	10	3 18	8 27	6 59	5 26	12 40	12 54	143.3		NORTH JEFFERSON	Arrive	JB	3 45	4 01	9 05	6 20				
9 20		3 37	8 37	7 10	5 32	12 44	12 58	146.3		C. & A. Interlocker			3 37	3 52	8 52	6 08				
9 50		3 55	9 00	7 35	5 48	12 55	1 08	153.5		BOUGHNER			3 27	3 42	8 35	5 45				
10 30		4 15	9 26	8 13	6 08	1 06	1 19	162.4		HARTSBURG	Arrive	HU	3 16	3 31	8 13	5 17				
11 15		4 35	9 50	8 35	6 24	1 27	1 35	169.5		EASLEY			3 05	3 20	7 58	4 55				
11 25	70	4 45	9 57	8 45	6 30	1 31	1 38	171.7		McBAINE	Arrive	AN								
11 50		5 08	10 18	9 15	6 45	1 41	1 49	178.4		Columbia Branch Jct.			2 55	3 11	7 45	4 45				
12 05PM		5 25	10 30	9 30	6 52	1 46	1 54	181.9		HUNTSDALE			2 45	3 01	7 32	4 15				
12 30		6 00	10 50	10 15	7 07	1 56	2 05	188.3		ROCHEPORT	Arrive	CA	2 40	2 55	7 23	4 00				
12 45PM		6 30AM	11 00PM	10 30AM	7 15PM	2 10AM	2 15PM	188.8		LLOYDS			2 30	2 45	7 10	3 35				
								188.8		NEW FRANKLIN										
								189.1		Moberly Div. Jct.										
										FRANKLIN	Arrive	FR	2 25AM	2 38PM	6 58AM	3 30AM				
											Leave		10 30AM	4 25PM		7 20AM				
93	91	71	75	73	9	5	3						6	4	10	76	70	74	90	92
13.6	12.0	17.7	16.4	18.0	26.5	37.0	36.7						34.9	34.7	24.5	17.2	16.4	16.3	11.7	12.8

.....Average speed per hour.....

Southward Trains

SEDALIA DIVISION

Southward Trains

4th Class				3RD CLASS				Distance from St. Louis	Time Table No 7 Effective 12:01 A. M. February 20, 1927	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	1ST CLASS		2ND CLASS			
95 Way Mon. Fr. Wed.				73 K. F. F. Daily	71 Mdse. Daily	75 Tanks Daily	5 Flyer Daily				3 Limited Daily	7 Passenger Daily	37 Mixed Daily Except Sunday	11 Equipment Daily	9 Passenger Daily	
				11.30 ^{AM}	8.00 ^{AM}	3.05 ^{AM}	189.1	Leave N FRANKLIN	Leave FR PCYWOS Yard		2.10 ^{AM}	2.15 ^{PM}		5.45 ^{AM}	6.28 ^{AM}	7.15 ^{PM}
				11.35	8.07	3.10	190.7	1.6 KINGSBURY	P 32		2.13	2.20		5.50	6.32	7.20
							191.1	0.4 Mo. River Bridge								
				11.40	8.15	3.15	191.7	0.6 N BOONVILLE	DS BY P 56		2.20	2.30		6.00	6.38 ^{AM}	7.25 ^{PM}
				11.55	8.30 ⁷⁰	3.30	197.0	5.3 PRAIRIE LICK	P 90		2.30 ⁷⁶	2.39 ⁷⁴		6.15		
				12.13 ^{PM}	8.48	3.48	203.4	6.4 N PILOT GROVE	PG P 65		2.42	2.50		6.50		
				12.23	8.58	3.58	206.3	2.9 HARRISTON	P 65		2.47	2.54		7.00		
				12.33	9.09	4.09	209.2	2.9 D PLEASANT GREEN	PN P 16		2.52	2.59 ³⁸		7.10		
				12.40	9.15	4.15	211.2	4.3 WILLIS	P 56		2.55	3.03		7.16		
				1.00 ⁷⁴	9.32	4.32	215.5	4.3 D CLIFTON CITY	FN P 66		3.03	3.10		7.30 ⁷⁰		
				1.22 ⁴	9.50	4.55	221.1	5.6 D BEAMAN	QD P 100		3.13	3.19		7.50		
				1.37	10.05	5.07	226.3	6.2 DORSEY	P 84		3.20	3.25		8.05		
				lv 7.00 ^{AM}	1.50 ³⁸	10.30	227.1	0.8 Mo. Pac. Interlocker								
							227.7	0.6 N SEDALIA	X PYWSC Yard		3.35	3.35	lv 8.35 ^{AM} 37	8.15 ⁷		
							230.8	3.1 Mo. Pac. Crossing								
				7.08	2.00	10.40	230.8	3.1 POWELL	P 95		3.40	3.40	8.40	8.52		
				7.20	2.14	10.55	236.1	5.3 CAMP BRANCH	P 60		3.48	3.48	8.47	9.02		
				f 7.30	2.23	11.05	239.2	3.1 D GREEN RIDGE	OP 93		3.53	3.50	8.52	9.15		
				f 7.43	2.35	11.20 ⁷⁴	243.8	4.6 D BRYSON	KC PY 30		4.00	3.55	9.00	9.30 ^{AM}		
				s 8.15	2.47	11.32 ⁹⁴	247.8	4.0 D WINDSOR	WI P 96		4.07	4.02 ⁸⁸	9.10			
				s 8.35	3.05	11.55	255.5	7.7 D CALHOUN	CO PW 55		4.16	4.11	9.20			
				f 8.50	3.28 ⁸	12.28 ^{PM} 4	259.7	4.2 LEWIS	P 110		4.21 ⁷⁰	4.16	9.26			
							265.4	5.7 N NORTH CLINTON	CB							
				s 9.15 ⁷	3.43	12.50	266.6	1.2 St. L.—S. F. Crossing Interlocker								
				f 11.25	3.57	1.10	273.4	6.2 D CLINTON	C P 50		4.36	4.32	9.45 ⁹⁴			
				s 12.01 ^{PM} 4	4.12	1.30	280.2	0.8 LADUE	P 94		4.45	4.40	9.55 ⁷⁴			
				s 12.30	4.25	1.45	285.7	6.8 D MONTROSE	MS P 96		4.54	4.50	10.10			
				1.00 ^{PM}	4.40 ^{PM}	2.00 ^{PM}	288.0	5.5 D APPLETON CITY	AY P 82		5.02	4.59	10.23			
								2.2 N Arrive LINDALE	Ar ND PCYWO S 250		5.10 ^{PM}	5.05 ^{PM}	10.30 ^{AM}			
				95	73	71	75	98.9			5	3	7	37	11	9
				10.2	19.1	16.5	19.1	Average speed per hour.....		33.0	34.9	31.8	14.6	15.6	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.7 Effective 12:01 A. M. February 20, 1927	Station Numbers	3RD CLASS			4TH CLASS		
12 Equipment	38 Mixed	8 Passenger	10 Passenger	6 Flyer	4 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		
STATIONS													
7.40 ^{PM}	4.10 ^{PM}		6.58 ^{AM}	2.25 ^{AM}	2.38 ^{PM}	N Arrive FRANKLIN Arrive FR	189	9.00 ^{AM}	3.15 ^{PM}	3.00 ^{AM}			
7.35	4.03		6.53	2.13	2.20	1.6 KINGSBURY	191	8.50	3.02	2.55			
						0.4 Mo. River Bridge							
lv 7.30 ^{PM}	4.00		lv 6.50 ^{AM}	2.07	2.17	0.6 N BOONVILLE DS BY	192	8.45	2.57	2.50			
	3.45			1.50	2.03	2.3 PRAIRIE LICK	197	8.30	2.39	2.30			
	3.30			1.38	1.52	0.4 N PILOT GROVE PG	203	8.10	2.10	1.55			
	3.10			1.32	1.48	2.9 HARRISTON	206	8.00	1.48	1.32			
	2.59			1.27	1.44	2.9 D PLEASANT GREEN PN	209	7.51	1.23	1.10			
	2.42			1.23	1.40	2.0 WILLIS	211	7.45	1.15	12.59			
	2.32			1.16	1.32	4.3 D CLIFTON CITY FN	216	7.30	1.00	12.45			
	2.10			1.06	1.22	5.6 D BEAMAN QD	221	7.02	12.40	12.20 ^{AM}			
	1.55			12.59	1.16	5.2 DORSEY	226	6.45	12.15	11.35			
	1.50	7.3 ^{Ar} 5.00 ^{PM}		12.57	1.14	0.8 Mo. Pac. Interlocker	227	6.37	12.05 ^{PM}	11.15	1.00 ^{PM}		
	1.27	4.45		12.42	1.03	0.6 N SEDALIA X							
	1.17	4.37		12.35	12.67	0.6 Mo. Pac. Crossing	231	6.27	11.55	11.00	12.45		
	1.10	4.30		12.31	12.53	3.1 POWELL	236	6.12	11.42	10.45	12.25		
lv 12.58 ^{PM}	4.15		12.24	12.48		5.3 CAMP BRANCH	239	6.02	11.33	10.37	12.10 ^{PM}		
	4.02		12.19	12.43		3.1 D GREEN RIDGE Q	244	5.40	11.20	10.25	11.50		
	3.40		12.09	12.33		4.6 D BRYSON KC	248	5.10	11.10	10.13	11.32		
	3.28		12.04 ^{AM}	12.28		4.0 D WINDSOR WI	255	4.45	10.50	9.52	11.05		
	3.18		11.55	12.20		7.7 D CALHOUN CO	260	4.21	10.30	9.40	10.50		
	2.58		11.40	12.09		4.2 LEWIS							
	2.48		11.33	12.01 ^{PM}		5.7 N NORTH CLINTON CB							
	2.36		11.26	11.54		1.2 St. L.-S. F. Crossing Interlocker	267	3.53	10.15	9.25	10.32		
	2.30 ^{PM}		11.22 ^{PM}	11.51 ^{AM}		1.2 CLINTON C	273	3.30	9.55	9.07	8.30		
						6.8 LADUE	280	3.10	9.37	8.50	7.48		
						0.8 D MONTROSE MS	286	2.45	9.22	8.37	7.15		
						5.5 D APPLETON CITY AY	288	2.30 ^{AM}	9.15 ^{AM}	8.30 ^{PM}	7.00 ^{AM}		
						2.2 N Leave LINDALE Leave ND							
12	38	8	10	6	4	98.9		70	74	76	94		
15.6	17.1	24.3	19.5	32.6	35.5	Average speed per hour.....		15.2	16.5	15.2	10.2		

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 No. 9 is superior to No. 12
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 either their schedule, arriving or leaving time,
 lose both right and schedule, and can thereafter
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 (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. 7 Effective 12:01 A. M. February 20, 1927	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	7 Passenger	3 Limited	5 Flyer				4 Limited	6 Flyer	8 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	Leave	Arrive	PCYWOS 250	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday				
6.30 ^{AM}	7.30 ^{PM} 76	3.15 ^{PM}	10.00 ^{AM}		10.30 ^{AM}	5.05 ^{PM}	5.10 ^{AM}	288 N	LINDALE	ND	11.51 ^{AM}	11.23 ^{PM}	2.30 ^{PM}		8.15 ^{AM}	7.30 ^{PM} 73	2.15 ^{AM}	2.15 ^{PM}			
6.50	7.47	3.32	10.17		10.43	5.13	5.18	294.5 294 D	ROCKVILLE	RK	11.41	11.12	2.15		7.57	7.12	1.52	1.50			
7.10	7.57	3.42	10.27		10.53	5.18	5.23	298.4 298 D	SCHELL CITY	SC	11.37	11.07	2.05		7.45	7.02	1.37	1.35			
7.32 74	8.08	3.55	10.38		11.08	5.25	5.29	303.5 303 D	HARWOOD	HD	11.31	11.01	1.55		7.32 97	6.48	1.17	1.15			
7.50	8.25	4.10	10.53	lv 7.30 ^{AM}	11.24 4	5.31	5.36	309.3 309 D	WALKER	WR	11.24 7	10.54	1.45	lv 12.30 ^{PM}	7.15	6.33	12.55	12.55			
8.10	8.50	4.30	11.14 4	7.42	11.34	5.39	5.44	316.7 N	TOWER	NA	11.14 75	10.44	1.32	12.17	6.57	6.15	12.25	12.27			
8.25	8.52	4.32	11.16	lv 7.45 ^{AM}	11.45 ^{AM}	5.45	5.53	317.1 317 D	NEVADA	PYW	11.13	10.43	lv 1.30 ^{PM}	lv 12.16 ^{PM}	6.55	6.13	12.20 ^{AM}	12.25			
8.45	9.10	4.50	11.35			5.55 70	6.03	323.4 323 D	ELLIS	P	10.58	10.27			6.40	5.55 3	11.57	12.01 ^{PM}			
8.57	9.20	5.00	11.45 96			6.02	6.08	326.9 327 D	DEERFIELD	P	10.53	10.20			6.30	5.30	11.35	11.45 75			
9.15	9.32	5.12 76	11.59			6.10	6.14 74	331.2 331 D	EVE	CN	10.47	10.13			6.14 8	5.12 71	11.15	11.25			
								337.4	St. L.—S. F. Crossing												
								337.6	Mo. Pac. Crossing												
10.35 4	9.58 6	5.45	12.45 ^{PM}			6.30	6.33	338.2 338 D	FORT SCOTT	PW	10.35 96/97	9.58 75			5.45	4.40	10.50	10.35 4			
								339.1	Mo. Pac. Interlocker	XR											
10.55	10.25 70	6.02	1.05			6.41	6.44	345.2 345 D	RONALD	P	10.20	9.41			5.20	4.10	10.25 73	10.00			
11.20	10.45	6.16	1.23			6.50	6.53	351.1 351 D	HIATTVILLE	HP	10.13	9.34			5.05	3.50	10.03	9.40			
11.47	11.15	6.32	1.50			7.04	7.02	358.0 358 D	HEPLER	PR	10.05	9.24			4.48	3.30	9.40	9.13			
								365.0	A. T. & S. F. Interlocker												
12.15 ^{PM}	11.40	6.50	2.13			7.18	7.11	365.0 365 N	WALNUT	WA	9.57	9.13 70			4.30	3.05	9.13 6	8.45			
12.50	12.10 ^{AM}	7.09	2.40 76			7.32	7.20	372.9 373 D	ST. PAUL	OM	9.47	9.00			4.15	2.40 75	8.45	8.20			
1.15	12.45	7.30	3.00			7.43	7.30	379.5 380 D	SOUTH MOUND	OP	9.39	8.51			4.00	2.25	8.33	7.55			
1.30	12.50	7.40 70	3.10			7.50	7.35	382.6 383 D	CUT OFF	P	9.35	8.45			3.50	2.15	8.25 71	7.45			
2.00 ^{PM} 76	2.00 ^{AM}	10.00 ^{PM} 70	3.30 ^{PM}					386.0 386 N Ar	NORTH YARD	Leave SY					3.30 ^{AM}	2.00 ^{PM} 97	8.15 ^{PM} 71	7.30 ^{AM}			
						8.00 ^{PM}	7.45 ^{AM}	386.6 387 N Ar	PARSONS	W Leave	9.30 ^{AM}	8.40 ^{PM}									
97	73	71	75	55	7	3	5				4	6	8	54	74	76	70	96			
12.1	15.1	14.5	17.8	31.2	21.5	33.8	38.8		98.6		42.0	36.3	29.1	31.2	29.6	17.8	16.4	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

7

SPEED TABLE

Speed Per Hour Miles	Time of Performance			
	1/2 Mile		1 Mile	
	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. 7		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	2ND CLASS	
37 Mixed	Daily Except Sunday		Effective 12:01 A. M. February 20, 1927	38 Mixed			Daily Except Sunday	
	9.30 ^{AM}	243.8	Leave	BRYSON	Arrive KC	244	Jct. PY	12.58 ^{PM}
	9.49	250.0		SUTHERLAND		6	12	12.34
	10.10	255.7	D	LEETON	B	12	20	12.10 ^{PM}
	10.22	258.8		POST OAK		15	18	11.55
	10.50	264.7	D	CHILHOWEE	CW	21	17	11.30
	11.10	269.4		MAGNOLIA		26	20	11.10
	12.01 ^{PM}	276.2	D	HOLDEN	HN	32	26	10.40
	12.45	287.0		GUNN CITY		43	18	9.15
	1.10	290.7	D	EAST LYNNE	YN	48	36	9.00
				Mo. Pac. Crossing Interlocker				
	2.00	297.5	D	HARRISONVILLE	HA	55	29	8.25
		298.0		St. L.-S. F. Crossing K. C. C. & S. Crossing				
	2.45	306.8	D	FREEMAN	RA	63	22	7.10
	3.05	311.4		WEST LINE		68	0	6.50
		315.2		OLDS		71	7	
	3.35	316.8	D	LOUISBURG	UI	73	24	6.25
	3.55	322.6		SOMERSET		78	18	5.45
		329.9		Mo. Pac. Interlocker				
	4.25	330.1		PAOLA "A"	PO	86	Yard	5.15
		330.4		St. L. S. F. Crossing				
	4.35 ^{PM}	330.5	Arrive N	PAOLA "D" PD Leave		43	Yard CTW	5.00 ^{PM}
	37			86.7				38
	12.2			Average speed per hour				10.9

Southward Trains

EL DORADO BRANCH

Northward Trains

2ND CLASS		Distance from St. Louis	Time Table No. 7		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	2ND CLASS	
53 Mixed	Daily		Effective 12:01 A. M. February 20, 1927	52 Mixed			Daily	
	12.15 ^{PM}		Leave	NEVADA	Arrive	317	PYCW	7.45 ^{AM}
				Via Nevada Division				
	12.30 ^{PM}	309.3	lv D	WALKER	Ar WR	309	PY	7.30 ^{AM}
	12.40	311.8		HANDLEY		3		7.20
	12.55	316.1		DEDERICK		7		7.05
	1.20 ^{PM}	323.2	Arrive	EL DORADO SPRINGS	Leave	14	Y	6.45 ^{AM}
	53			21.8				52
	16.7			Average speed per hour				18.5

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. 113 is superior to No. 114. No. 115 is superior to No. 116. On Moberly Division. No. 17 is superior to No. 14. On Sedalia Division. No. 11 is superior to No. 10. No. 9 is superior to No. 12.

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. 2(B). For information of such trains as may be concerned following trains will register arrival and departure at other than register stations.

Table with columns: STATION, ARRIVAL, DEPARTURE. Rows for St. Charles, McKittrick, Sedalia, Nevada with times for arrival and departure.

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). 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(B). 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.

4. Maximum speed (miles per hour):

Table comparing Passenger Trains, Regular Schedule Stock, Meat, Mdsse. and K F Trains, and Other Freight Trains across various routes like Machens and MP 107.4, etc.

4(A). Maximum speed over bridges: Mo. 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.

Table for 4(D) showing maximum speed freight engines on passenger trains or running light with percentages (54%, 44%, 41%, 30%) and engine types (Standard Switch, Steam Wrecker, Steam Wrecker, Steam Wrecker).

Table for 4(E) showing city ordinance speed restrictions in miles per hour for stations like Booneville, Higbee, Fayette, Pilot Grove, New Franklin, St. Charles, Rhineland, Sedalia, Moberly, Clifton, Montrose.

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

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

SPECIAL INSTRUCTIONS

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 "weye" track.

7(B). All trains must receive signal from Bridge Watchman before going into Missouri River Bridge 1911 Booneville, 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.

7(E). The passing track at Beaman is located between MP 221.5 and MP 222.5.

7(F). A cross-over has been installed leading from Sedalia Division passenger main track to Kansas City Division passenger main track six hundred feet south of Gabriel Avenue, Parsons.

Sedalia Division southward trains approach this cross-over at RESTRICTED SPEED and run at RESTRICTED SPEED from this cross-over to Parsons passenger station, expecting to find train standing or moving in either direction.

Table 8. Stations, tracks, and spurs not shown on schedule page. Columns: Name, Location (MP), End Connected to, Main Track, Car Capacity. Rows include Black Walnut, Culdrac, Jungs, Weldon Springs, Nadja, Long, Finney, Defiance, Klondike, Nona, Peers, Claysville, Wilton, Providence, Pearsons, Choteau Springs, Sweeney, Liberty, Russell, Talbot, Daly Brick, Hollister, Prettyman, Fenwick, Wea, Harkes.

8(A). Mall cranes other than at stations shown on schedule page: Weldon Springs, Defiance.

8(B). Water tanks other than at stations shown on schedule page: Sweeney, Grand River, Neosho River.

9. Following yards are protected by Yard Limit Boards: Sedalia, Beaman, Booneville, 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—Sedalia, 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.

Bichsel Jewelry Company, 217 Ohio Street, Sedalia, Mo. Otto Burkland, Moberly, Missouri. Frank Simmons, 8106 Broadway, St. Louis, Missouri. R. P. Wiggins, 7 N. 18th St. St. Louis, Missouri. Woodull Jewelry Company, Nevada, Missouri. C. J. Kell, Clinton, Missouri.

F. Pfeiffer, Parsons, Kansas. M. F. Kohler, Parsons, Kansas. J. E. Walsh & Bro., Booneville, Mo. P. Walls, Appleton City, Mo.

Table 13. Automatic Block signals. Columns: Signal, Station, MP. Rows for northward and southward movements between various stations like Sedalia and Booneville.

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 listing flag stops with columns: Train, Station, Revenue Passengers from or to. Rows include Black Walnut, Jungs, Weldon Springs, Nadja, Long, Finney, Defiance, Klondike, Nona, Peers, Claysville, Whiton, Providence, Pearsons, Choteau Springs, Sweeney, Kingsbury, Augusta, Martha'sville, Rhineland, Harkes, Russell, Talbot, Appleton City, Green Ridge, Windson, Calhoun, Montrose, Rockville, Schell City, Prettyman, Fenwick.

Trains Nos. 3 and 4 will stop, on flag, at the following stations, on Sundays only, for the purpose of loading or unloading revenue passengers: Beaman, Clifton City, Sweeney, Harrison, Choteau Springs, Prairie Lick.

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 South Mound. 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 1911 and Bon Femme bridge 092.7.

16(B). No Engines heavier than 44% freight and 38% passenger will be run over Bon Femme bridge 092.7.

16(C). Steam wrecker and engines heavier than 30% must be separated at least 5 cars over Missouri River bridge 1911 and Bon Femme bridge 092.7.

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. When the gate blocks the 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.

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 engineers cannot see approaches to crossings the signals 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. C. B. Time table governs between Maclure 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.

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

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

Stations	Name	Office
Sedalia	E. F. Yancey, Medical Director	M-K-T Hospital
Sedalia	M. P. Sby, Division Surgeon Examiner	M-K-T Hospital
Sedalia	W. A. Beckemeyer, Con. Surgeon	120 W. 5th
Sedalia	W. J. Ferguson, Con. Surgeon	110 O.F. Bldg.
Sedalia	C. A. McNeil, Con. Surgeon	111 W. 4th
Sedalia	J. G. Love, Con. Specialist	Ilggenfritz Bldg.
Sedalia	Guy Titsworth, Con. Specialist	111 W. 4th
Sedalia	Dr. J. B. Carlisle, Local Surgeon	
St. Louis		New St. Johns Hospital, 207 South Euclid
St. Louis	Cyrus E. Burford, G. U. Specialist	958 Arcade Bldg.
St. Louis	Elisworth Smith, Con. Int. Medicine	Humboldt Bldg.
St. Louis	Frank E. Fry, Con. Specialist	Humboldt Bldg.
St. Louis	J. A. Flury, Oculist	Humboldt Bldg.
St. Louis	Hanau W. Loeb, Con. Specialist	537 N. Grand
St. Louis	Noxon Toomey, Con. Specialist	Lister Bldg. Tay.&Olv.
St. Louis	O. A. Ambrose, Gastro-enterologist	
St. Louis	E. P. North, Con. Oculist	2511 Wash. Blvd.
St. Louis	Local Surgeons	
St. Louis	V. B. Kieffer, Divn. Surgeon-Examiner	Lister Building
St. Charles	S. B. Westlake, Con. Specialist	537 No. Grand
St. Charles	J. F. Mayes, Local Surgeon	1801A Olive St.
N. St. Louis	H. F. Miller, Examiner	730 Baden Ave.
Augusta	F. J. Tainter	
Rhineand	W. C. Schmidt	
Mokane	O. R. Rauschelbach	
Mokane	C. B. Nichols, Examiner	
Mokane	J. E. Parmer	
Jefferson City	Wm. A. Clark	
Jefferson City	Cortez Enloe	
Jefferson City	James Stewart, Local Surgeon	
Rocheport	W. E. Angell	
McBaine	P. B. Williamson	
Columbia	W. R. Shaefer	213-215 Guitlar Bldg.
Columbia	C. M. Sneed	222 Guitlar 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. O. Bonham	
Boonville	Frank Smiley, Examiner	K. P. Bldg.
Pleasant Grov.	J. S. Parrish	
Windsor	H. M. Wall	
Appleton City	R. J. Smith	
Clinton	R. D. Haire	
Clinton	N. I. Stebbins	
Nevada	T. B. M. Craig, Local Surgeon	
Nevada	J. M. Yater, Examiner	Moore Bldg.
Ft. Scott	R. Alkman	
Ft. Scott	W. T. Wilkening	
Parsons	Alpert 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	
Lecton	E. Y. Pate	
Paola	P. A. Pettit	

LOCOMOTIVES		TONNAGE RATINGS										
		61% Booster		61%		54%		44%		30%		
FROM	TO	Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars
Baden	Franklin	10					3000	91	2600	79	1800	54
West 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
Sedalia	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	2200	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
Paola	Paola	4									700	21
Bryson	Holden	5									1100	33
Paola	Bryson	4									800	24
Holden	Bryson	6									1200	36
Walker	Eldorado Springs	5									800	24
Eldorado Springs	Walker	5									920	28

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 30 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	13

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
F. M. McGee
D. W. Johnston
Charles Webb
F. D. Peyton
R. B. George
Train Dispatchers.

**ST. LOUIS
DISTRICT**

**TIME TABLE
NO. 7**

**Effective
February 20, 1927**