DIVISION OFFICERS

C. F. DOUGHERTY	Superintendent	Kansas City, Mo.
F. T. MAHONEY	Terminal Superintendent	Kansas City, Mo.
E. H. CAMPBELL	Terminal Trainmaster	Kansas City, Mo.
E. M. BISHOP	Trainmaster, St. Louis, Glencoe and Bagnell Subdivs.	Jefferson City, Mo.
B. W. SMITH	Trainmaster, River, Sedalia, Warsaw, Marshall and Lexington Subdivs.	Jefferson City, Mo.
F. A. ROBERSON	Trainmaster	Cole, Mo.
E. L. EUSTES	Trainmaster	Cole, Mo.
A. K. BOYCE	Dispatcher	Cole, Mo.
W. T. BUTLER	Dispatcher	Cole, Mo.
E. E. CARTER	Dispatcher	Cole, Mo.
A. B. COE	Dispatcher	Pacific, Mo.
F. E. FLETCHER	Dispatcher	Cole, Mo.
H. H. GREEN	Dispatcher	Cole, Mo.
E. F. HARRIS	Dispatcher	Pacific, Mo.
E. H. SHYRER	Dispatcher	Cole, Mo.
C. C. TATUM	Dispatcher	Pacific, Mo.

RICHARD STAIR
404 S. 6TH ST.
CHAMPAIGN, ILL.

SAFETY FIRST

MISSOURI PACIFIC LINES

MISSOURI PACIFIC RAILROAD COMPANY

EASTERN DIVISION

TIME-TABLE

No. 70

Effective 12:01 a. m. Sunday, July 6, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 69, dated May 11, 1941, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES CONCERNED, WHO MUST ALSO CARRY COPY OF SPECIAL INSTRUCTIONS No. 6 DATED JANUARY 1, 1941.

The Railroad Company Reserves the Right to Vary Therefrom as Circumstances May Require.

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

J. DAVIS, General Superintendent.

ATTENTION
TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

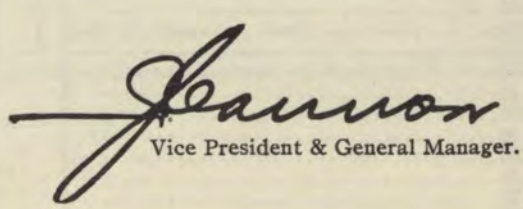
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



Vice President & General Manager.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pleasant Hill	East. Div.....16	Jop. Div.....416	4:05 a. m.	32 Min.	For equipment.
" " ...	" " ....205 & 215	" " ....206 & 232	Indefinitely	Indefinitely	" "
" " ...	Jop. Div.419, 221 & 231	East. Div.19, 210 & 212	"	"	" "
Sedalia.....	Eastern Div.....655	Eastern Div.....9	5:50 a. m.	40 Min.	For passengers and mail.
Kansas City.....	" " 12	Central Kan.....12	8:30 a. m.	25 Min.	For equipment.
(Union Station)	" " 12	A. T. & S. F.....24	8:20 a. m.	15 Min.	When passengers reported.
" "	" " 12	Omaha Div.....112	8:20 a. m.	15 Min.	" " "
" "	" " 6	" " 106	Indefinitely	Indefinitely	For equipment.
" "	" " 212	Central Kan.....12	8:20 a. m.	30 Min.	When passengers reported.
" "	" " 212	A. T. & S. F....10&24	8:20 a. m.	30 Min.	" " "
" "	" " 16	Central Kan.....16	3:00 a. m.	15 Min.	For connection. When C. K. No. 16 cannot arrive Kansas City by 3:00 a. m. but can arrive Sheffield by 2:40 a. m. sleeper connection will be made at latter point. When connection cannot be made either at Kansas City or Sheffield, stub No. 16 will be operated out of Kansas City on time and delayed C. K. No. 16 will be operated through to St. Louis on arrival for one or more revenue passengers destined St. Louis or beyond.
" "	" " 14	A. T. & S. F.....4	4:35 p. m.	10 Min.	When passengers reported.
" "	" " 10	" " 22	11:40 p. m.	10 Min.	" " "
" "	" " 10	CRI&P.....4	11:59 p. m.	29 Min.	For Los Angeles Sleeper.
" "	Omaha Div.....119	Eastern Div. 19	1:00 a. m.	1 Hr. 1 Min.	For connection.
" "	" " 109	" " 9	8:30 a. m.	15 Min.	When passengers reported.
" "	" " 105	" " 5	Indefinitely	Indefinitely	For equipment.
" "	" " 105	" " 205	2:20 p. m.	15 Min.	When passengers reported
" "	Central Kan.....11	Eastern Div.....11	Indefinitely	Indefinitely	For equipment.
" "	" " 15	" " 15	"	"	" "
" "	" " 117	" " 15 & 215	10:20 p. m.	30 min.	When passengers reported.
" "	" " 125	" " 9	8:15 a. m.	15 Min	For passengers and mail.

EXPLANATION OF STOPS:

s—Regular stop.
f—Stop on signal for passengers, mail, baggage and express.
a—Stop to pick up revenue passengers destined to poinst where train is scheduled to stop.
b—Stop to discharge revenue passengers from Joplin and Wichita Divisions.
d—Stops to receive revenue passengers for points east of Pleasant Hill where train is scheduled to stop.
k—Stop to pick up revenue passengers destined Kansas City and beyond; and to discharge revenue passengers.
m—Stop to discharge revenue passengers.
n—Stop to discharge revenue passengers from St. Louis Union Station and Tower Grove.
w—Stop to discharge revenue passengers from points beyond Jefferson City.
z—Stop to receive or discharge revenue passengers.

EXPLANATION OF CHARACTERS:

C—Coal. *w*—Westward. T—Turntable. *—Mail Crane.
e—Eastward. W—Water. ¶—Meal Station.
O—Fuel Oil. Y—Wye. §—Track Scales.
CS—Continuous Telegraph Office.
LS—Limited Train Order Office (Hours of service specified by Bulletin Order).
P—Telephone Communication only.
TP—Telegraph or Telephone Office not a train order office.
Register stations are shown in full-faced type.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40

STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St.Louis	Train Nos.					
St. Louis Subdiv.							
Louisa Heights	14 65	*f*32	*f*35	.....	.....	.....	.....
Bach Road	15 23	*f*32	*f*35	.....	.....	.....	.....
Osage Hills	15.79	*f*32	*f*35	.....	.....	.....	.....
Meramec Forest	20.43	*f*32	*f*35	.....	.....	.....	.....
Union Electric	20.76	*f*32	*f*35	.....	.....	.....	.....
Fern Glen	21.01	*f*32	*f*35	.....	.....	.....	.....
Mountain Ridge	21.40	*f*32	*f*35	.....	.....	.....	.....
Lincoln Beach	21.85	*f*32	*f*35	.....	.....	.....	.....
Castlewood	22.28	*f*32	*f*35	.....	.....	.....	.....
Cedar Bluff	22.74	*f*32	*f*35	.....	.....	.....	.....
Boyd	23.40	*f*32	*f*35	.....	.....	.....	.....
Isbell	109.30	*f*33	*f*34	.....	.....	.....	.....
Glencoe Subdiv.							
Riovale	24.35	*f*32	*f*35	.....	.....	.....	.....
Palisades	24.87	*f*32	*f*35	.....	.....	.....	.....
Acacia	27.96	*f*32	*f*35	.....	.....	.....	.....
River Subdiv.:							
Renz Spur	133.00	.....	.....	.....	.....	.....	.....
Arve Spur	148.38	*z*33	*f*34	.....	.....	.....	.....
Lamine	179.53	*z*33	*s*34	.....	.....	.....	.....
Wilton Springs	197.69	*z*33	*f*34	.....	.....	.....	.....
Marshall Country Club	199.96	*z*33	*f*34	.....	.....	.....	.....
Blosser	211.08	*z*33	*f*34	.....	.....	.....	.....
White	222.58	*z*33	*f*34	.....	.....	.....	.....
Waterloo	256.20	*z*33	*f*34	.....	.....	.....	.....
Midas	263.03	*z*33	*f*34	.....	.....	.....	.....
Ripley	272.60	*z*33	*f*34	.....	.....	.....	.....
Cobbler	274.27	*z*33	*f*34	.....	.....	.....	.....
Warsaw Subdiv.:							
Pettis	193.65	*f*657	*f*658	.....	.....	.....	.....
Lexington Subdiv.:							
Kraft	196.55	*f*655	*f*656	.....	.....	.....	.....
Mulkey	223.45	*f*655	*f*656	.....	.....	.....	.....
Tabo	238.70	*f*655	*f*656	.....	.....	.....	.....

TIME-TABLE No. 70

JULY 6, 1941

TRAINS WESTWARD SECOND CLASS					Station Numbers	Miles from St. Louis —Seventh Street	STATIONS	Siding Capacity in Cars	Miles from Kansas City	TRAINS EASTWARD SECOND CLASS				
81 Red Ball Freight	61 Red Ball Freight	71 Red Ball Freight	79 Red Ball Freight	75 Red Ball Freight						68 Red Ball Freight	70 Red Ball Freight	66 Red Ball Freight	78 Red Ball Freight	62 Red Ball Freight
Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily
.....	.....	.....	.....	.....	...	.....	ST. LOUIS UNION STATION	...	.....	.....	.....	.....	.....	.....
							0.68							
10 30PM	8 00PM	7 30PM	7 00PM	1 00PM	...	.....	ST. LOUIS 23rd St.	...	.....	5 30AM	6 30AM	10 00AM	7 30PM	8 00PM
							12.18							
11 10PM	8 40	8 10	7 40	1 40	13	13.48	CS...KIRKWOOD...WT	84	266.37	4 45	5 45	9 20	6 45	7 15
							0.99							
.....	.....	.....	.....	.....	13a	14.47	P.....HI.....	89	265.38	.....	.....	.....	.....	.....
							2.08							
.....	.....	.....	.....	.....	16	16.55	TP....BARRETT.....	...	263.30	.....	.....	.....	.....	.....
							0.96							
.....	.....	.....	.....	.....	...	17.51	P....LH JUNCTION.....	...	262.34	.....	.....	.....	.....	.....
							1.00							
.....	.....	.....	.....	.....	...	18.51	P.....PA.....	...	261.34	.....	.....	.....	.....	.....
							0.45							
.....	.....	.....	.....	.....	18	18.96	TP..VALLEY PARK.....*	...	260.89	.....	.....	.....	.....	.....
							3.84							
.....	.....	.....	.....	.....	...	22.80	P.....BY.....	...	257.05	.....	.....	.....	.....	.....
							1.13							
.....	.....	.....	.....	.....	24	23.93	TP....JEDBURG.....*	...	255.92	.....	.....	.....	.....	.....
							0.15							
.....	.....	.....	.....	.....	...	24.08	P...JB JUNCTION.....	...	255.77	.....	.....	.....	.....	.....
							1.66							
.....	.....	.....	.....	.....	...	25.74	.....CRESCENT.....	...	254.11	.....	.....	.....	.....	.....
							2.02							
.....	.....	.....	.....	.....	...	27.76	P...RK JUNCTION.....	...	252.09	.....	.....	.....	.....	.....
							0.15							
.....	.....	.....	.....	.....	29	27.91	TP....EUREKA.....*	...	251.94	.....	.....	.....	.....	.....
							2.16							
.....	.....	.....	.....	.....	32	30.07	.....ALLENTON.....*	...	249.78	.....	.....	.....	.....	.....
							4.77							
.....	.....	.....	.....	.....	36	34.84	TP.....PACIFIC.....§WY*	...	245.01	.....	.....	.....	.....	.....
							0.16							
.....	.....	.....	.....	.....	...	35.00	CS....K TOWER.....	...	244.85	.....	.....	.....	.....	.....
							4.94							
.....	.....	.....	.....	.....	40	39.94	TP.GRAY SUMMIT.....*	...	239.91	.....	.....	.....	.....	.....
							1.90							
.....	.....	.....	.....	.....	44	41.84	P.....LABADIE.....	...	238.01	.....	.....	.....	.....	.....
							2.98							
.....	.....	.....	.....	.....	47	44.82	P.....BOLES.....*	...	235.03	.....	.....	.....	.....	.....
							1.75							
.....	.....	.....	.....	.....	...	46.57	P.....HD.....	...	233.28	.....	.....	.....	.....	.....
							5.18							
12 10AM	9 30	9 00	8 30	2 45	54	51.75 54.93	CS..WASHINGTON.WCY*	129	228.10	2 40	4 00	8 05	4 30	5 15
							7.38							
.....	.....	.....	.....	.....	62	62.31	P.....DUNDEE.....	91	220.72	.....	.....	.....	.....	.....
							5.00							
.....	.....	.....	.....	.....	67	67.31	LS...NEW HAVEN.....*	...	215.72	.....	.....	.....	.....	.....
							3.65							
.....	.....	.....	.....	.....	70	70.96	.....ETLAH.....	....	212.07	.....	.....	.....	.....	.....
							4.23							
.....	.....	.....	.....	.....	74	75.19	TP....BERGER.....*	...	207.84	.....	.....	.....	.....	.....
							3.72							
.....	.....	.....	.....	.....	...	78.91	P.....JJ SIDING.....W	101	204.12	.....	.....	.....	.....	.....
							2.17							
.....	.....	.....	.....	.....	80	81.08	LS....HERMANN.....*	...	201.95	.....	.....	.....	.....	.....
							7.11							
.....	.....	.....	.....	.....	...	88.19	P...KK JUNCTION.....	...	194.84	.....	.....	.....	.....	.....
							0.40							
1 05	10 15	9 45	9 15	3 35	88	88.59	CS....GASCONADE.....*	100	194.44	1 37	3 01	7 09	3 45	4 08
							4.31							
.....	.....	.....	.....	.....	92	92.90	LS...MORRISON.....*	...	190.13	.....	.....	.....	.....	.....
							7.36							
.....	.....	.....	.....	.....	100	100.26	LS....CHAMOIS.....*	100	182.77	.....	.....	.....	.....	.....
							5.07							
.....	.....	.....	.....	.....	105	105.33	.....ST. AUBERT.....	...	177.70	.....	.....	.....	.....	.....
							7.77							
.....	.....	.....	.....	.....	112	113.10	LS.BONNOT'S MILL.....*	...	169.93	.....	.....	.....	.....	.....
							3.69							
1 50	10 50	10 20	9 50	4 15	...	116.79	P...LL JUNCTION.....	...	166.24	12 50	2 19	6 21	3 00	3 15
							0.23							
.....	.....	.....	.....	.....	...	117.02	....DRAW BRIDGE.. (Osage River)	...	166.01	.....	.....	.....	.....	.....
							0.30							
.....	.....	.....	.....	.....	117	117.32	LS.....OSAGE.....* (Two Main Tracks)	...	165.71	.....	.....	.....	.....	.....
							7.01							
.....	.....	.....	.....	.....	...	124.33	.....JC.....	...	158.70	.....	.....	.....	.....	.....
							1.00							
2 10AM	11 10PM	10 40PM	10 10PM	4 40PM	125	125.33	CS Jefferson City OCWTY§ (Two Main Tracks)	Yd.	157.70	12 30AM	2 00AM	6 00AM	2 45PM	3 00PM
Daily	Daily	Daily	Daily	Daily			122.15			Daily	Daily	Daily	Daily	Daily

Two Main Tracks: KIRKWOOD...WT; HI; BARRETT; LH JUNCTION; PA; VALLEY PARK; BY; JEDBURG; JB JUNCTION; CRESCENT; RK JUNCTION; EUREKA; ALLENTON; PACIFIC; K TOWER; GRAY SUMMIT; LABADIE; BOLES; HD; WASHINGTON.WCY; DUNDEE; NEW HAVEN; ETLAH; BERGER; JJ SIDING; HERMANN; KK JUNCTION

AUTOMATIC BLOCK — Centralized Traffic Control: KIRKWOOD...WT to KK JUNCTION

AUTOMATIC BLOCK — Signal Indication: DUNDEE to KK JUNCTION

CTC — Two Main Tracks: GASCONADE; MORRISON; CHAMOIS; ST. AUBERT; BONNOT'S MILL; LL JUNCTION

CTC — Osage River: DRAW BRIDGE..

CTC — Two Main Tracks: OSAGE; JC; Jefferson City

Two mile post locations at Washington, Mo., are one and the same point, 51.75 being new mileage account change in line east of Washington made in January 1931, and 54.93 being old mileage.

Miles from St. Louis, Washington west shown above, is mileage painted on telegraph poles, and is not actual.

ST. LOUIS SUBDIV. — KIRKWOOD TO JEFFERSON CITY

TIME-TABLE No. 70

JULY 6, 1941

TRAINS WESTWARD

Station Numbers	Miles from St. Louis —Seventh Street	STATIONS	33 Passenger Daily	5 Passenger Daily	11 Passenger Daily	15 Passenger Daily	35 Passenger Daily Ex. Sunday	19 Passenger Daily	9 Passenger Daily	91 Local Freight Daily Ex. Saturday
			FIRST CLASS							SECOND CLASS
....	.....	ST. LOUIS UNION STATION .... Two Main Tracks	7 20AM	8 50AM	1 45PM	4 01PM	5 25PM	5 45PM	11 59PM	.....
....	.....	0.68 ST. LOUIS 23rd St. .... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	8 30PM
		12.18								
13	13.48	CS...KIRKWOOD...WT Two Main Tracks	*s* 7 50	*a* 9 10	*z* 2 05	*z* 4 22	*s* 6 00	*s* 6 12	*a* 12 28AM	9 15
		0.99								
13a	14.47	P.....HI..... Centralized Traffic Control	.....	.....	.....	.....	.....	.....	.....	.....
		2.08								
16	16.55	TP....BARRETT..... Centralized Traffic Control	*s* 7 54	.....	.....	.....	*s* 6 07	.....	.....	9 25
		0.96								
....	17.51	P....LH JUNCTION..... Centralized Traffic Control	.....	.....	.....	.....	.....	.....	.....	.....
		1.00								
....	18.51	P.....PA..... Centralized Traffic Control	.....	.....	.....	.....	.....	.....	.....	.....
		0.45								
18	18.96	TP..VALLEY PARK.....* Centralized Traffic Control	*s* 7 59	.....	.....	.....	*s* 6 15	.....	.....	9 35
		3.84								
....	22.80	P.....BY..... Centralized Traffic Control	.....	.....	.....	.....	.....	.....	.....	.....
		1.13								
24	23.93	TP....JEDBURG.....* Centralized Traffic Control	*f* 8 05	.....	.....	.....	*s* 6 27	.....	.....	9 45
		0.15								
....	24.08	P...JB JUNCTION..... Centralized Traffic Control	.....	.....	.....	.....	6 28PM	.....	.....	.....
		1.66								
....	25.74	.....CRESCENT..... Centralized Traffic Control	.....	.....	.....	.....	Via Glencoe Subdiv.	.....	.....	.....
		2.02								
...	27.76	P...RK JUNCTION..... Centralized Traffic Control	.....	.....	.....	.....	6 37PM	.....	.....	.....
		0.15								
29	27.91	TP....EUREKA.....* Centralized Traffic Control	*s* 8 11	.....	.....	.....	*s* 6 38	.....	.....	9 55
		2.16								
32	30.07	.....ALLENTON.....* Centralized Traffic Control	*f* 8 14	.....	.....	.....	*f* 6 41	.....	.....	.....
		4.77								
36	34.84	TP.....PACIFIC.....§WY* Centralized Traffic Control	*s* 8 21	.....	.....	.....	*s* 6 50PM	.....	.....	10 15
		0.16								
....	35.00	CS....K TOWER..... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	.....
		4.94								
40	39.94	TP.GRAY SUMMIT.....* Two Main Tracks	*f* 8 28	.....	.....	.....	.....	.....	.....	10 25
		1.90								
44	41.84	P.....LABADIE..... Two Main Tracks	*f* 8 30	.....	.....	.....	.....	.....	.....	10 35
		2.98								
47	44.82	P.....BOLES.....* Two Main Tracks	*f* 8 34	.....	.....	.....	.....	.....	.....	10 40
		1.75								
....	46.57	P.....HD..... Two Main Tracks	8 36	9 40	2 36	4 52	.....	6 44	1 00	.....
		5.18								
54	51.75 / 54.93	CS..WASHINGTON.WCY* Two Main Tracks	*s* 8 50	*z* 9 44	*z* 2 41	*z* 4 57	.....	*s* 6 52	*s* 1 12	11 40
		7.38								
62	62.31	P.....DUNDEE..... Two Main Tracks	8 58	.....	.....	.....	.....	.....	1 20	11 50
		5.00								
67	67.31	LS...NEW HAVEN.....* Two Main Tracks	*s* 9 05	9 56	2 52	*z* 5 09	.....	*n* 7 04	1 25	11 59PM
		3.65								
70	70.96	.....ETLAH..... Two Main Tracks	*f* 9 10	.....	.....	.....	.....	.....	.....	12 10AM
		4.23								
74	75.19	TP....BERGER.....* Two Main Tracks	*s* 9 16	.....	.....	*z* 5 17	.....	.....	1 33	12 25
		3.72								
....	78.91	P.....JJ SIDING.....W Two Main Tracks	9 20	10 06	3 02	.....	.....	7 14	1 37	.....
		2.17								
80	81.08	LS....HERMANN.....* Two Main Tracks	*s* 9 25	.....	.....	*z* 5 24	.....	.....	*n* 1 40	12 55
		7.11								
....	88.19	P...KK JUNCTION..... Two Main Tracks	9 33	.....	.....	.....	.....	.....	1 47	.....
		0.40								
88	88.59	CS....GASCONADE.....* CTC	*s* 9 36	10 16	3 12	*n* 5 33	.....	7 25	*z* 1 50	1 20
		4.31								
92	92.90	LS...MORRISON.....* Signal Indication	*s* 9 42	.....	.....	.....	.....	.....	1 55	1 35
		7.36								
100	100.26	LS....CHAMOIS.....* Signal Indication	*s* 9 52	10 26	3 22	5 44	.....	*z* 7 37	2 02	2 02
		5.07								
105	105.33	.....ST. AUBERT..... Signal Indication	*f* 10 00	.....	.....	.....	.....	.....	2 07	2 25
		7.77								
112	113.10	LS.BONNOT'S MILL.....* Signal Indication	*s* 10 10	.....	.....	.....	.....	.....	2 15	2 50
		3.69								
....	116.79	P...LL JUNCTION..... Signal Indication	10 15	10 39	3 36	5 58	.....	7 52	2 20	.....
		0.23								
....	117.02	....DRAW BRIDGE.. Osage River CTC	.....	.....	.....	.....	.....	.....	.....	.....
		0.30								
117	117.32	LS.....OSAGE.....* Two Main Tracks CTC	*s* 10 20	.....	.....	.....	.....	.....	.....	3 30
		7.01								
....	124.33	.....JC..... Two Main Tracks CTC	.....	.....	.....	.....	.....	.....	.....	.....
		1.00								
125	125.33	CS**Jefferson City**OCTWY§ Two Main Tracks CTC	*s* 10 40AM	*s* 10 50AM	*s* 3 45PM	*s* 6 10PM	.....	*s* 8 05PM	*s* 2 35AM	4 30AM
		AUTOMATIC BLOCK								
		122.15	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Saturday

Two mile post locations at Washington, Mo., are one and the same point, 51.75 being new mileage account change in line east of Washington made in January 1931, and 54.93 being old mileage.

Miles from St. Louis, Washington west shown above, is mileage painted on telegraph poles, and is not actual.

TIME-TABLE No. 70

JULY 6, 1941

TRAINS EASTWARD

Siding Capacity in Cars	Miles from Kansas City	STATIONS	10 Passenger FIRST CLASS Daily	32 Passenger FIRST CLASS Daily Ex. Sunday	16 Passenger FIRST CLASS Daily	12 Passenger FIRST CLASS Daily	6 Passenger FIRST CLASS Daily	34 Passenger FIRST CLASS Daily	14 Passenger FIRST CLASS Daily	90 Local Freight SECOND CLASS Daily Ex. Saturday
....	.....	ST. LOUIS UNION STATION.... Two Main Tracks	7 10AM	8 10AM	8 33AM	1 15PM	5 40PM	9 00PM	9 35PM	.....
....	.....	0.68 ST. LOUIS 23rd St.... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	1 30AM
		12.18								
84	266.37	CS...KIRKWOOD...WT Automatic Block Centralized Traffic Control	s 6 35	s 7 35	s 8 00	m 12 50	m 5 15	s 8 25	m 9 10	11 55PM
		0.99								
89	265.38	P.....HI.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.08								
....	263.30	TP....BARRETT.....	.....	s 7 20	.....	.....	.....	f 8 15	.....	11 40
		0.96								
..	262.34	P....LH JUNCTION.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.00								
....	261.34	P.....PA.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.45								
....	260.89	TP..VALLEY PARK.....*	.....	s 7 15	.....	.....	.....	f 8 10	.....	11 30
		3.84								
....	257.05	P.....BY.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.13								
....	255.92	TP....JEDBURG.....*	.....	s 7 03	.....	.....	.....	f 8 03	.....	11 00
		0.15								
....	255.77	P...JB JUNCTION.....	.....	7 00AM	.....	.....	.....	.....	.....	.....
		1.66								
....	254.11	.....CRESCENT.....	.....	Via Glencoe Subdiv.	.....	.....	.....	.....	.....	.....
		2.02								
...	252.09	P...RK JUNCTION.....	.....	6 49AM	.....	.....	.....	.....	.....	.....
		0.15								
.....	251.94	TP....EUREKA.....*	.....	s 6 48	.....	.....	.....	s 7 55	.....	10 40
		2.16								
....	249.78	.....ALLENTON.....*	.....	s 6 43	.....	.....	.....	f 7 51	.....	.....
		4.77								
....	245.01	TP.....PACIFIC.....§WY*	.....	6 35AM	.....	.....	.....	s 7 45	.....	10 15
		0.16								
....	244.85	CS....K TOWER.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.94								
....	239.91	TP.GRAY SUMMIT.....*	.....	.....	.....	.....	.....	f 7 33	.....	9 40
		1.90								
....	238.01	P.....LABADIE.....	.....	.....	.....	.....	.....	f 7 29	.....	9 35
		2.98								
....	235.03	P.....BOLES..... *	.....	.....	.....	.....	.....	f 7 25	.....	9 30
		1.75								
....	233.28	P.....HD.....	5 37	.....	7 23	12 17	4 44	7 22	8 40	9 25
		5.18								
129	228.10	CS..WASHINGTON.WCY* Signal Indication	s 5 30	.....	s 7 17	12 13	z 4 40	s 7 15	w 8 35	8 35
		7.38								
91	220.72	P.....DUNDEE.....	5 18	.....	.....	.....	.....	.....	.....	7 55
		5.00								
....	215.72	LS...NEW HAVEN.....*	5 13	.....	s 7 02	12 02PM	4 28	s 6 55	8 22	7 45
		3.65								
.....	212.07	.....ETLAH.....	5 08	.....	.....	.....	.....	f 6 43	.....	7 35
		4.23								
....	207.84	TP....BERGER.....*	s 5 02	.....	.....	.....	.....	s 6 37	.....	7 25
		3.72								
101	204.12	P.....JJ SIDING.....W	4 55	.....	6 47	11 51AM	4 17	6 27	8 11	7 15
		2.17								
....	201.95	LS....HERMANN.....*	s 4 52	.....	.....	.....	.....	s 6 23	.....	7 10
		7.11								
....	194.84	P...KK JUNCTION..... CTC	4 42	.....	.....	.....	.....	6 12	.....	.....
		0.40								
100	194.44	CS....GASCONADE.....*	s 4 40	.....	6 36	11 41	4 08	s 6 10	8 01	6 50
		4.31								
....	190.13	LS...MORRISON.....*	s 4 32	.....	.....	.....	.....	s 6 02	.....	6 36
		7.36								
100	182.77	LS....CHAMOIS.....*	s 4 22	.....	6 24	11 29	3 58	s 5 53	7 49	6 13
		5.07								
....	177.70	.....ST. AUBERT.....	4 12	.....	.....	.....	.....	f 5 45	.....	5 45
		7.77								
....	169.93	LS.BONNOT'S MILL.....*	s 4 03	.....	.....	.....	.....	s 5 36	.....	5 30
		3.69								
....	166.24	P...LL JUNCTION.....	3 57	.....	6 10	11 15	3 44	5 29	7 35	.....
		0.23								
....	166.01	....DRAW BRIDGE.. Osage River	.....	.....	.....	.....	.....	.....	.....	.....
		0.30								
....	165.71	LS.....OSAGE.....* CTC	.....	.....	.....	.....	.....	s 5 27	.....	5 15
		7.01								
....	158.70	.....JC..... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	.....
		1.00								
Yd.	157.70	CSJefferson CityOCWTY§	3 45AM	.....	6 00AM	11 05AM	3 35PM	5 15PM	7 25PM	5 00PM
		122.15	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Saturday

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

TIME-TABLE No. 70
JULY 6, 1941

TRAINS WESTWARD
FIRST CLASS

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	9 Passenger Daily	33 Passenger Daily	5 Passenger Daily	205 Passenger Daily	11 Passenger Daily	15 Passenger Daily	215 Passenger Daily	19 Passenger Daily
125	125.33	CS Jefferson City OCWTY§ (CTC, Two Main Tracks)	2 45AM	10 55AM	10 52AM	.....	3 50PM	6 15PM	.....	8 10PM
		2.62								
....	127.95	P.....SR JUNCTION..... (CTC, Two Main Tracks)	2 50	11 00AM	**1055** 12	.....	3 53	6 18	.....	8 14
		1.43								
129	129.38	CS.....COLE..	.....	.....	.....	.....	.....	.....	.....	.....
		3.03								
132	132.41	P.....SCOTT.....	2 57	.....	11 00	.....	3 58	6 23	.....	8 19
		2.83								
135	135.24	P.....ELSTON.....*	3 00	.....	.....	.....	.....	.....	.....	8 22
		5.02								
140	140.26	P.....CENTERTOWN.....*	**314** 10	.....	11 08	.....	4 06	6 31	.....	8 29
		4.46								
144	144.72	P.....McGIRK.....*	3 19	.....	.....	.....	.....	6 36	.....	8 34
		2.37								
146	147.09	P.....BRANT.....	.....	.....	.....	.....	.....	.....	.....	8 37
		3.29								
150	150.38	LS.....CALIFORNIA.....W*	*z* 3 25	.....	*z* 11 18	.....	4 16	*z* 6 42	.....	*s* 8 44
		6.25								
156	156.63	P.....CLARKSBURG.....*	3 32	.....	.....	.....	.....	**648** 14	.....	8 51
		6.24								
162	162.87	LS.....TIPTON.....*	3 39	.....	*z* 11 30	.....	**427** 92	6 56	.....	*z* 8 59
		3.52								
166	166.39	P.....DOW.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.74								
168	168.13	LS.....SYRACUSE.....*	3 44	.....	.....	.....	4 32	7 01	.....	9 05
		7.62								
175	175.75	LS.....OTTERVILLE.....*	3 52	.....	11 44	.....	4 39	7 08	.....	9 12
		5.43								
181	181.18	LS.....SMITHTON.....*	3 58	.....	.....	.....	4 45	7 14	.....	9 18
		6.61								
....	187.79	.....M-K-T CROSSING.....	4 05	.....	**1155**AM 78	.....	4 51	7 21	.....	9 24
		1.15								
188	188.94	CS.....SEDALIA.....§WCTY (AUTOMATIC BLOCK)	*s* 4 20	..... VIA RIVER SUBDIV.	*s* 12 01PM	.....	*s* 5 00	*s* 7 30	.....	*s* 9 35
		6.80								
195	195.74	P.....DRESDEN.....*	**435** 16	.....	.....	.....	5 07	7 37	.....	9 42
		5.17								
200	200.91	TP.....LAMONTE.....*	.....	.....	.....	.....	.....	.....	.....	.....
		7.22								
208	208.13	LS.....KNOBNOSTER.....*	4 50	.....	**1217** 92	.....	5 17	7 47	.....	9 54
		3.66								
211	211.79	P.....MONTSERRAT.....*	.....	.....	.....	.....	.....	.....	.....	.....
		6.61								
218	218.40	LS...WARRENSBURG.....W*	*s* **502** 93	.....	*s* 12 28	.....	*z* 5 28	7 57	.....	*s* 10 06
		6.05								
224	224.45	LS.....CENTERVIEW.....C*	5 10	.....	12 34	.....	**535** 14	8 03	.....	10 14
		8.38								
232	232.83	LS.....HOLDEN.....*	5 19	.....	*z* 12 43	.....	5 43	*k* 8 11	.....	10 24
		4.73								
237	237.56	P.....KINGSVILLE.....*	5 24	.....	.....	.....	5 47	.....	.....	**1029** 70
		5.52								
242	243.08	P.....STRASBURG.....*	5 30	.....	12 53	.....	5 52	8 21	.....	10 35
		6.19								
249	249.27	CS....**PLEASANT HILL**....WY*	*s* 5 48	.....	*k* 1 00	1 05PM	5 58	*m* 8 28	8 33PM	*s* 10 50
		3.07								
252	252.34	P.....AVON.....	5 54	.....	.....	1 10	.....	8 31	8 37	10 54
		2.73								
254	255.07	P.....GREENWOOD.....*	5 57	.....	1 05	**115** 6	6 03	8 34	8 40	10 57
		4.80								
259	259.87	LS....LEE'S SUMMIT.....*	*z* 6 06	.....	*z* **110** 6	*s* 1 23	6 10	8 41	*s* 8 48	11 02
		5.97								
265	265.84	P.....LITTLE BLUE.....*	6 15	.....	1 17	1 31	6 17	**849** 70	**855** 70	11 09
		5.39								
271	271.23	P.....ELM PARK.....	6 23	.....	.....	1 39	6 25	8 56	9 01	11 16
		2.04								
273	273.27	CS..INDEPENDENCE...W* (Signal Indication)	*s* 6 35	.....	*z* 1 28	*s* 1 45	*z* 6 30	*m* 9 00	*s* 9 05	*m* 11 20
		3.57								
276	276.84	....ROCK CREEK JCT... (Two Main Tracks)	.....	.....	.....	.....	.....	.....	.....	.....
		1.40								
....	278.24	.....SW JUNCTION..... (Two Main Tracks)	.....	.....	.....	.....	.....	.....	.....	.....
		0.80								
B 1	279.04	CS.....**EAST YARD**.§CTWY (Two Main Tracks)	.....	.....	.....	.....	.....	.....	.....	.....
282	283.03	CS.....**KANSAS CITY UNION STATION**..... (Two Main Tracks)	7 00AM	3 40PM	1 50PM	2 05PM	6 50PM	9 20PM	9 25PM	11 40PM
		157.70	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on telegraph poles, and is not actual.

TIME-TABLE No. 70

JULY 6, 1941

TRAINS EASTWARD — FIRST CLASS

Siding Capacity In Cars	Miles from Kansas City	STATIONS	16 Passenger Daily	212 Passenger Daily	12 Passenger Daily	34 Passenger Daily	6 Passenger Daily	14 Passenger Daily	10 Passenger Daily	210 Passenger Daily
Yd.	157.70	CTC CS. Jefferson City. OCWTY § Two Main Tracks	s 5 55AM	.....	s 11 00AM	s 3 15PM	s 3 32PM	s 7 21PM	s 3 35AM	.....
....	155.08	P.....SR JUNCTION.....	5 52	.....	1053 5	2 55PM	3 27	7 18	3 28	.....
		1.43								
....	153.65	CS.....COLE.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.03								
54	150.62	P.....SCOTT.....	5 47	.....	10 48	.....	3 22	7 13	3 23	.....
		2.83								
23	147.79	P.....ELSTON.....*	5 44	.....	.....	.....	.....	7 10	3 20	.....
		5.02								
e44 w23	142.77	P.....CENTERTOWN.....*	5 38	.....	10 40	.....	3 14	7 05	314 9	.....
		4.46								
55	138.31	P.....McGIRK.....*	5 33	.....	.....	.....	.....	7 00	3 07	.....
		2.37								
33	135.94	P.....BRANT.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.29								
75	132.65	LS.....CALIFORNIA.....W*	b 5 27	.....	z 10 29	.....	z 3 04	6 54	s 2 57	.....
		6.25								
42	126.40	P.....CLARKSBURG.....*	5 20	.....	.....	.....	.....	648 15	2 45	.....
		6.24								
e28 w40	120.16	LS.....TIPTON.....*	b 5 14	.....	10 17	.....	z 2 51	6 42	s 2 37	.....
		3.52								
45	116.64	P.....DOW.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.74								
46	114.90	LS.....SYRACUSE.....*	5 08	.....	10 12	.....	.....	6 37	227 93	.....
		7.62								
50	107.28	LS.....OTTERVILLE.....*	5 00	.....	10 04	.....	2 39	6 29	2 17	.....
		5.43								
66	101.85	LS.....SMITHTON.....*	4 54	.....	9 59	.....	.....	6 24	2 10	.....
		6.61								
....	95.24	.....M-K-T CROSSING.....	4 47	.....	9 52	.....	2 27	6 17	2 03	.....
		1.15								
Yd.	94.09	CS.....SEDALIA.....§WCTY	s 4 45	.....	s 9 50	VIA RIVER SUBDIV.	s 225 92	s 6 15	s 2 00	.....
		6.80								
42	87.29	P.....DRESDEN.....*	435 9	.....	9 37		2 14	6 04	1 35	.....
		5.17								
54	82.12	TP.....LAMONTE.....*	4 29	.....	.....		.....	.....	1 30	.....
		7.22								
56	74.90	LS.....KNOBNOSTER.....*	421 93	.....	9 27		2 04	5 53	1 22	.....
		3.66								
38	71.24	P.....MONTSERRAT.....*	.....	.....	.....		.....	.....	.....	.....
		6.61								
46	64.63	LS...WARRENSBURG.....W*	z 4 10	.....	z 9 17		s 1 55	z 5 43	s 1 10	.....
		6.05								
46	58.58	LS.....CENTERVIEW.....C*	4 02	.....	9 11		1 47	535 11	1257 79	.....
		8.38								
16	50.20	LS.....HOLDEN.....*	b 3 54	.....	9 04		z 1 40	z 5 26	s 12 47	.....
		4.73								
54	45.47	P.....KINGSVILLE.....*	3 49	.....	9 00		1 35	5 21	12 38	.....
		5.52								
26	39.95	P.....STRASBURG.....*	3 43	.....	8 55		1 30	5 16	12 32	.....
		6.19								
Yd.	33.76	CS....PLEASANT HILL.....WY*	s 3 33	s 8 40AM	a 8 49	.....	z 1 23	5 10	a 12 23	s 12 35AM
		3.07								
51	30.69	P.....AVON.....	3 27	8 34	.....	.....	1 18	5 07	12 18	12 25
		2.73								
53	27.96	P.....GREENWOOD.....*	3 24	f 8 31	8 44	.....	115 205	5 04	12 15	12 22
		4.80								
84	23.16	LS....LEE'S SUMMIT.....*	3 19	s 8 25	8 39	.....	z 110 5	4 59	d 12 09AM	s 12 15
		5.97								
e35 w48	17.19	P.....LITTLE BLUE.....*	3 12	f 8 17	8 31	.....	1 03	4 53	11 59PM	12 05AM
		5.39								
28	11.80	P.....ELM PARK.....	3 05	8 10	8 25	.....	.....	4 46	11 53	11 58PM
		2.04								
....	9.76	Signal Indication CS...INDEPENDENCE..W*	3 02	s 807 92 93	z 822 92	.....	z 12 55	z 4 43	d 11 50	s 11 55
		3.57								
....	6.19	...ROCK CREEK JCT... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	.....
		1.40								
....	.....	.....SW JUNCTION.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.80								
....	.....	CS.....EAST YARD.§CTWY	.....	.....	.....	.....	.....	.....	.....	.....
....	.....	CS.....KANSAS CITY UNION STATION.....	2 45AM	7 50AM	8 05AM	10 15AM	12 40PM	4 25PM	11 30PM	11 35PM
		157.70	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

AUTOMATIC BLOCK

SEDALIA SUBDIV.—JEFFERSON CITY TO KANSAS CITY

TIME-TABLE No. 70
JULY 6, 1941

TRAINS WESTWARD
SECOND CLASS

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	93 Freight	81 Red Ball Freight	95 Freight	75 Red Ball Freight	79 Red Ball Freight	71 Red Ball Freight	61 Red Ball Freight		
			Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
125	125.33	CTC CS. **Jefferson City** .QCWTY § Two Main Tracks	12 30AM	2 50AM	10 00AM	5 05PM	10 25PM	11 00PM	11 30PM		
....	127.95	P....SR JUNCTION	12 40	2 55AM	10 10AM	5 15PM	10 30	11 05PM	11 35PM 68		
		1.43									
129	129.38	CS.....COLE									
		3.03									
132	132.41	P.....SCOTT					10 40				
		2.83									
135	135.24	P.....ELSTON.....*					10 45				
		5.02									
140	140.26	P.....CENTERTOWN.....*	1 08 70				10 53				
		4.46									
144	144.72	P.....McGIRK.....*	1 20				10 59				
		2.37									
146	147.09	P.....BRANT.....	1 25								
		3.29									
150	150.38	LS.....CALIFORNIA.....W*	1 40				11 07				
		6.25									
156	156.63	P.....CLARKSBURG.....*	1 50				11 15				
		6.24									
162	162.87	LS.....TIPTON.....*	2 10				11 23				
		3.52									
166	166.39	P.....DOW.....									
		1.74									
168	168.13	LS.....SYRACUSE.....*	2 27 10				11 30				
		7.62									
175	175.75	LS.....OTTERVILLE.....*	2 40				11 40				
		5.43									
181	181.18	LS.....SMITHTON.....*	2 55				11 48				
		6.61									
....	187.79	.....MKT CROSSING.....	3 10				11 56 70				
		1.15									
188	188.94	CS.....SEDALIA.....§WCTY	3 35	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.	11 59PM	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.		
		6.80									
195	195.74	P.....DRESDEN.....*	3 45				12 07AM				
		5.17									
200	200.91	TP.....LAMONTE.....*	3 55				12 14				
		7.22									
208	208.13	LS.....KNOBNOSTER.....*	4 21 16				12 23				
		3.66									
211	211.79	P.....MONTSERRAT.....*	4 35				12 28				
		6.61									
218	218.40	LS...WARRENSBURG.....W*	5 02 9				12 36				
		6.05									
224	224.45	LS.....CENTERVIEW.....C*	5 20				12 57 10				
		8.38									
232	232.83	LS.....HOLDEN.....*	5 40				1 10				
		4.73									
237	237.56	P.....KINGSVILLE.....*	5 50				1 17				
		5.52									
242	243.08	P.....STRASBURG.....*	6 00				1 25				
		6.19									
249	249.27	CS....**PLEASANT HILL**.....WY*	7 00				1 45AM				
		3.07									
252	252.34	P.....AVON.....	7 10								
		2.73									
254	255.07	P.....GREENWOOD.....*	7 15								
		4.80									
259	259.87	LS.....LEE'S SUMMIT.....*	7 30								
		5.97									
265	265.84	P.....LITTLE BLUE.....*	7 40								
		5.39									
271	271.23	P.....ELM PARK.....	7 50								
		2.04									
273	273.27	Signal Indication CS.INDEPENDENCE...W* Two Main Tracks	8 07 {212 92								
		3.57									
276	276.84	...ROCK CREEK JCT...									
		1.40									
....	278.24	.....SW JUNCTION.....									
		0.80									
B 1	279.04	CS.....**EAST YARD**.§CTWY	8 50AM	10 30AM	6 15PM	11 59PM		3 45AM	4 30AM		
		KANSAS CITY									
282	283.03	CS.....**UNION STATION**.....									
		157.70	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily		

AUTOMATIC BLOCK

Miles from St. Louis shown above, is mileage painted on telegraph poles, and is not actual.

TIME-TABLE No. 70

JULY 6, 1941

TRAINS EASTWARD

SECOND CLASS

Siding Capacity in Cars	Miles from Kansas City	STATIONS	66 Red Ball Freight Daily	94 Freight Daily Ex. Sunday	92 Freight Daily Ex. Sunday	272 Red Ball Freight Daily	62 Red Ball Freight Daily	78 Red Ball Freight Daily	68 Red Ball Freight Daily	70 Red Ball Freight Daily
Yd.	157.70	CTC CS. Jefferson City. OCWTY § Two Main Tracks	5 55AM	11 00AM	6 00PM	.....	2 50PM	2 15PM	11 59PM	1 45AM
		2.62								
....	155.08	P...SR JUNCTION..... Two Main Tracks	5 47AM	10 40AM	5 35	.....	2 45PM	2 00	1135PM61	1 25
		1.43								
....	153.65	CS.....COLE.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.03								
54	150.62	P..... SCOTT.....	.....	.....	5 30	.....	.....	1 45	.....	1 19
		2.83								
23	147.79	P..... ELSTON.....*	.....	.....	5 25	.....	.....	1 40	.....	1 15
		5.02								
e44 to23	142.77	P.....CENTERTOWN.....*	.....	.....	5 15	.....	.....	1 30	.....	108 93
		4.46								
55	138.31	P.....McGIRK.....*	.....	.....	5 00	.....	.....	1 20	.....	1 02
		2.37								
33	135.94	P..... BRANT.....	.....	.....	4 55	.....	.....	1 15	.....	12 58
		3.29								
75	132.65	LS.....CALIFORNIA.....W*	.....	.....	4 50	.....	.....	1 10	.....	12 53
		6.25								
42	126.40	P.....CLARKSBURG.....*	.....	.....	4 35	.....	.....	12 55	.....	12 44
		6.24								
e28 to40	120.16	LS.....TIPTON.....*	.....	.....	427 11	.....	.....	12 45	.....	12 35
		3.52								
45	116.64	P..... DOW.....	.....	.....	.....	.....	.....	.....	.....	12 29
		1.74								
46	114.90	LS .....SYRACUSE.....*	.....	.....	3 50	.....	.....	12 35	.....	12 26
		7.62								
50	107.28	LS.....OTTERVILLE.....*	.....	.....	3 35	.....	.....	12 20	.....	12 16
		5.43								
66	101.85	LS.....SMITHTON.....*	.....	.....	3 20	.....	.....	12 10PM	.....	12 06AM
		6.61								
....	95.24	.....M-K-T CROSSING.....	.....	.....	3 05	.....	.....	1155AM 5	.....	1156PM79
		1.15								
Yd.	94.09	CS.....SEDALIA.....§WCTY	.....	.....	300 115 6	.....	.....	11 35	.....	11 50
		6.80	VIA RIVER SUBDIV.	VIA RIVER SUBDIV.			VIA RIVER SUBDIV.		VIA RIVER SUBDIV.	
42	87.29	P..... DRESDEN.....*	.....	.....	12 45	.....	.....	11 23	.....	11 35
		5.17								
54	82.12	TP.....LAMONTE.....*	.....	.....	12 30	.....	.....	11 15	.....	11 26
		7.22								
56	74.90	LS.....KNOBNOSTER.....*	.....	.....	1217PM 5	.....	.....	11 06	.....	11 15
		3.66								
38	71.24	P..... MONTSERRAT.....*	.....	.....	11 55AM	.....	.....	10 59	.....	11 07
		6.61								
46	64.63	LS...WARRENSBURG.....W*	.....	.....	11 45	.....	.....	10 50	.....	10 56
		6.05								
46	58.58	LS.....CENTERVIEW.....C*	.....	.....	11 15	.....	.....	10 40	.....	10 47
		8.38								
16	50.20	LS.....HOLDEN.....*	.....	.....	11 00	.....	.....	10 26	.....	10 35
		4.73								
54	45.47	P.....KINGSVILLE.....*	.....	.....	10 40	.....	.....	10 18	.....	1029 19
		5.52								
26	39.95	P.....STRASBURG.....*	.....	.....	10 30	.....	.....	10 10	.....	10 00
		6.19								
Yd.	33.76	CS....PLEASANT HILL.....*WY	.....	.....	10 15	9 30AM	.....	10 00AM	.....	9 50
		3.07								
51	30.69	P..... AVON.....	.....	.....	9 45	9 25	.....	.....	.....	9 41
		2.73								
53	27.96	P.....GREENWOOD.....*	.....	.....	9 40	9 20	.....	.....	.....	9 37
		4.80								
84	23.16	LS....LEE'S SUMMIT.....*	.....	.....	9 30	9 13	.....	.....	.....	9 07
		5.97								
e35 to48	17.19	P.....LITTLE BLUE.....*	.....	.....	9 15	9 04	.....	.....	.....	855 215 844 15
		5.39								
28	11.80	P..... ELM PARK.....	.....	.....	9 05	8 54	.....	.....	.....	8 30
		2.04								
....	9.76	Signal Indication CS..INDEPENDENCE..W*	.....	.....	900 800 12 93 212 272	840 92	.....	.....	.....	8 25
		3.57								
....	6.19	...ROCK CREEK JCT... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	.....
		1.40								
....	.....	.....SW JUNCTION..... Two Main Tracks	.....	.....	.....	.....	.....	.....	.....	.....
		0.80								
....	.....	CS.....EAST YARD.§CTWY	1 30AM	3 00AM	7 30AM	8 00AM	9 00AM	.....	6 30PM	8 00PM
....	.....	CS.....KANSAS CITY UNION STATION.....	.....	.....	.....	.....	.....	.....	.....	.....
		157.70	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily

RIVER SUBDIV.—SR JUNCTION TO ETON

TIME-TABLE No. 70

JULY 6, 1941

TRAINS WESTWARD

Station Numbers	Miles from St. Louis—Seventh Street	STATIONS	FIRST CLASS 33 Passenger Daily	SECOND CLASS 81 Red Ball Freight Daily	95 Freight Daily Ex. Sunday	75 Red Ball Freight Daily	71 Red Ball Freight Daily	61 Red Ball Freight Daily
.....	127.95	P....SR JUNCTION	11 00AM	2 55AM	10 10AM	5 15PM	11 05PM	1135PM 68
	1.36							
.....	129.31	CTC ..... AR JUNCTION	11 02	3 00	10 15	5 20	11 08	11 40
	0.07							
129	129.38	CS.....COLE						
	1.59	Two Main Tracks						
.....	130.97	P.....BR JUNCTION	11 05	3 05	1020 94	5 35	11 12	11 45
	3.18							
G 5	134.15	P.....McKINNEY	z 11 11	3 12	10 25	5 41	1117 68	11 50
	4.97							
G 10	139.12	P.....MARION	z 11 18	3 20	10 33	5 49	11 24	11 57PM
	4.75							
G 15	143.87	P.....SANDY HOOK	z 11 25	3 27	10 43	5 57	11 31	12 04AM
	7.32							
G 22	151.19	LS.....LUPUS	z 11 35	3 36	10 55	6 08	11 41	12 14
	5.59							
G 27	156.78	LS....WOOLDRIDGE	z 11 45	3 44	11 06	6 17	11 49	12 22
	4.26							
G 32	161.04	P.....OVERTON	z 11 52	3 51	11 15	6 24	11 55PM	12 28
	3.62							
G 35	164.66	P.....MERNA	z 11 58AM	3 57	11 23AM	6 30	12 01AM	12 34
	6.19	AUTOMATIC BLOCK						
G 41	170.85	CS.....BOONVILLE.....§WY	s 1206PM 95	4 07	1206PM 33	6 40	12 10	12 44
	6.35							
.....	177.20	P.....CR JUNCTION ..... Two Main Tracks	12 20	417 66	12 25	6 53	12 19	12 53
	3.01							
.....	180.21	P..... DR JUNCTION ..... Two Main Tracks	12 26	423 66	12 31	6 58	12 25	12 59
	6.70							
G 58	186.91	CS.....BLACKWATER.....WC	s 12 36	4 40	1250 62	7 10	12 35	1 08
	2.74							
G 60	189.65	LS.....NELSON	s 1241 62	4 45	105 34	7 15	12 40	1 13
	5.37							
G 66	195.02	P.....NAPTON	f 1255 34	5 00	1 15	7 24	12 49	1 21
	7.15							
G 73	202.17	LS... MARSHALL JUNCTION....Y	{1 05 / 1 20}	5 15	2 01	7 35	1 00	1 32
	7.49							
G 80	209.66	P.....STANHOPE	f 1 30	5 30	2 15	7 47	1 11	1 43
	5.57							
G 86	215.23	LS.....MALTA BEND.....*	f 1 38	5 45	2 30	7 56	1 19	1 51
	4.71							
G 91	219.94	LS.....GRAND PASS.....*	f 1 45	555 94	2 50	8 04	1 26	1 58
	4.63							
G 95	224.57	LS.....WAVERLY.....*W	f 1 52	6 05	3 00	8 12	1 33	2 05
	6.01							
G101	230.58	P.....HODGE.....*	f 2 01	6 17	3 10	824 68	1 42	2 13
	4.70							
G106	235.28	P.....DOVER.....*	f 2 08	6 25	3 20	8 35	1 49	2 21
	3.43							
G109	238.71	P.....NORTHRUP	f 2 14	6 33	3 30	8 42	1 54	2 26
	6.97							
.....	245.68	Signal Indication P .....ER JUNCTION ..... Two Main Tracks	2 23	6 45	3 45	8 54	2 04	235 66
	1.95							
G118	247.63	CS.....MYRICK.....§WCY	s 2 30	7 10	4 15	9 00	2 12	2 42
	1.85							
.....	249.48	P ..... FR JUNCTION	2 34	7 15	4 20	9 30	2 17	245 66
	3.93							
G124	253.41	LS.....WELLINGTON	f 2 40	7 22	4 30	9 40	231 66	2 52
	4.59							
G129	258.00	LS.....NAPOLEON	f 2 47	7 30	4 40	9 50	2 38	2 59
	3.54							
G132	261.54	P .....LEVASY	f 2 52	7 38	4 50	10 00	2 44	3 05
	3.64							
G136	265.18	LS.....BUCKNER	f 2 57	7 45	5 00	10 08	2 50	3 11
	3.52							
G139	268.70	LS.. .....LAKE CITY	f 3 03	8 15	5 10	10 15	2 56	3 20
	5.57							
.....	274.27	P.....GR JUNCTION	3 10	8 30	5 25	10 25	3 05	330 94
	1.96							
.....	276.23	CS... ETON-A. T. & S. F. Jct...	3 13	8 40	5 30	10 30	3 10	3 45
	7.61							
.....	283.84	CS.....CONGO						
	0.75							
.....	284.59	.....ROCK CREEK JCT.....						
	1.40							
.....	285.99	.....SW JUNCTION.....						
	0.80							
B 1	286.79	CS.....EAST YARD..§CTWY		10 30AM	6 15PM	11 59PM	3 45AM	4 30AM
282	290.78	CS.....KANSAS CITY UNION STATION.....	3 40PM					
	162.83		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

TIME-TABLE No. 70

JULY 6, 1941

TRAINS EASTWARD

Siding Capacity in Cars	Miles from Kansas City	STATIONS			FIRST CLASS 34 Passenger Daily	SECOND CLASS 66 Red Ball Freight Daily	94 Freight Daily Ex. Sunday	62 Red Ball Freight Daily	68 Red Ball Freight Daily
....	162.83	P	SR JUNCTION		2 55PM	5 47AM	10 40AM	2 45PM	1135PM 61
			1.36						
....	161.47	CTC	AR JUNCTION	Two Main Tracks	2 52	5 41	10 25	2 38	11 30
			0.07						
....	161.40	CS	COLE						
			1.59						
....	159.81	P	BR JUNCTION		2 49	5 38	1020 95	2 34	11 25
			3.18						
89	156.63	P	McKINNEY		*f* 2 43	5 33	10 13	2 28	1117 71
			4.97						
40	151.66	P	MARION		*f* 2 36	5 26	10 03	2 20	11 00
			4.75						
76	146.91	P	SANDY HOOK		*f* 2 29	5 19	9 55	2 12	10 50
			7.32						
75	139.59	LS	LUPUS		*s* 2 18	5 08	9 45	2 00	10 38
			5.59						
189	134.00	LS	WOOLDRIDGE		*s* 2 09	4 58	9 35	1 50	10 27
			4.26						
....	129.74	P	OVERTON		*s* 2 01	4 48	9 27	1 40	10 20
			3.62						
89	126.12	P	MERNA		*f* 1 55	4 43	9 20	1 30	10 13
			6.19						
59	119.93	CS	BOONVILLE §WY		*s* 1 45	4 33	9 10	1 18	10 05
			6.35						
....	113.58	P	CR JUNCTION	Two Main Tracks	1 25	421 81	8 40	1 06	9 55
			3.01						
....	110.57	P	DR JUNCTION		1 20	416 81	8 30	1 00	9 50
			6.70						
130	103.87	CS	BLACKWATER WC		*s* 1 10	4 07	8 15	1250 95	9 38
			2.74						
18	101.13	LS	NELSON		*s* 105 95	4 02	7 55	1241 33	9 33
			5.37						
89	95.76	P	NAPTON		*s* 1255 33	3 55	7 45	12 14PM	9 25
			7.15						
63	88.61	LS	MARSHALL JUNCTION Y		*f* 12 45 / 12 28	3 44	7 30	11 58AM	9 14
			7.49						
91	81.12	P	STANHOPE		*f* 12 18	3 34	6 25	11 46	9 03
			5.57						
203	75.55	LS	MALTA BEND *		*s* 12 10	3 27	6 10	11 37	8 52
			4.71						
72	70.84	LS	GRAND PASS *		*s* 12 03PM	3 20	555 81	11 28	8 43
			4.63						
72	66.21	LS	WAVERLY *W		*s* 11 56AM	3 13	5 45	11 19	8 35
			6.01						
86	60.20	P	HODGE *		*f* 11 46	3 05	5 30	11 09	824 75
			4.70						
88	55.50	P	DOVER *		*f* 11 39	2 58	5 20	10 59	8 16
			3.43						
35	52.07	P	NORTHRUP		*f* 11 33	2 53	5 12	10 52	8 10
			6.97						
....	45.10	Signal Indication P	ER JUNCTION	Two Main Tracks	11 24	243 61	4 50	10 38	7 59
			1.95						
Yd.	43.15	CS	MYRICK §WCY		*s* 11 20	2 39	4 45	10 34	7 55
			1.85						
....	41.30	P	FR JUNCTION		11 16	236 61	4 20	10 30	7 51
			3.93						
83	37.37	LS	WELLINGTON		*s* 11 11	231 71	4 10	10 21	7 44
			4.59						
85	32.78	LS	NAPOLEON		*s* 11 05	2 24	4 01	10 11	7 36
			3.54						
84	29.24	P	LEVASY		*f* 11 00	2 19	3 54	10 03	7 30
			3.64						
90	25.60	LS	BUCKNER		*s* 10 55	2 14	3 47	9 54	7 23
			3.52						
135	22.08	LS	LAKE CITY		*f* 10 50	2 09	3 40	9 45	7 16
			5.57						
....	16.51	P	GR JUNCTION		10 43	2 01	330 61	9 35	7 06
			1.96						
...	14.55	CS	ETON-A. T. & S. F. Jct.		10 40	1 58	3 25	9 30	7 02
			7.61						
....	6.94	CS	CONGO						
			0.75						
....			ROCK CREEK JCT.						
			1.40						
....			SW JUNCTION						
			0.80						
....		CS	EAST YARD §CTWY			1 30AM	3 00AM	9 00AM	6 30PM
....		CS	KANSAS CITY UNION STATION		10 15AM				
			162.83		Daily	Daily	Daily Ex. Sunday	Daily	Daily

LEXINGTON SUBDIV.—BETWEEN SEDALIA AND MYRICK

TRAINS WESTWARD SECOND CLASS 655 Mixed	Miles from St. Louis —Seventh Street	TIME-TABLE No. 70 JULY 6, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 656 Mixed
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
5 10AM	188.94	CS.....**SEDALIA**..§WCTY	188	Yd.	*s* 11 40AM
		3.86			
f 5 19	192.80	.....GEORGETOWN.....	LA 3	.....	*f* 11 30
		6.72			
s 5 38	199.52	LS....HUGHESVILLE.....	LA 10	.....	*f* 11 15
		5.61			
s 5 55	205.13	LS.....HOUSTONIA.....	LA 16	.....	*f* 11 00
		6.51			
s 6 18	211.64	LS...SWEET SPRINGS.....	LA 22	24	*f* 10 45
		4.23			
s 6 33	215.87	TP.....EMMA .....W	LA 26	.....	*s* 10 30
		4.05			
s 6 56	219.92	LS.....CONCORDIA.....	LA 30	.....	*s* 10 15
		7.20			
s 7 18	227.12	.....AULLVILLE.....	LA 38	.....	*f* 9 55
		4.78			
s 7 38	231.90	LS....HIGGINSVILLE.....	LA 42	.....	*s* 9 40
		1.71			
f 7 45	233.61	...CONFEDERATE HOME...	LA 44	.....	*f* 9 35
		1.99			
f 7 52	235.60	.....PAGE CITY.....	LA 46	.....	*f* 9 30
		4.97			
f 8 08	240.57	..... ARGONNE.....	LA 51	.....	*f* 9 20
		3.82			
s 8 23	244.39	..... LEXINGTON	LA 55	23	*f* 9 10
		1.76			
s 8 40AM656	246.15	CS.....**MYRICK**....§WCY	G 118	Yd.	8 50AM655
Daily Ex. Sunday		57.21			Daily Ex. Sunday

WARSAW SUBDIV.—BETWEEN SEDALIA AND WARSAW

TRAINS WESTWARD SECOND CLASS 657 Mixed	Miles from St. Louis —Seventh Street	TIME-TABLE No. 70 JULY 6, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS 658 Mixed
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
5 30AM	188.94	CS.....**SEDALIA**..§WCTY	188	.....	*s* 12 30PM
		0.70			
.....	189.64	.....M-K-T CROSSING.....	.....	.....	.....
		5.47			
f 5 59	195.11	.....VALDA.....	LB 6	.....	*f* 11 57AM
		3.41			
f 6 18	198.52	.....SPRING FORK.....	LB 10	.....	*f* 11 45
		4.11			
s 6 37	202.63	.....MORA.....	LB 14	.....	*s* 11 30
		5.06			
s 7 06	207.69	LS.....COLE CAMP.....W	LB 19	.....	*s* 11 05
		6.04			
f 7 35	213.73	.....TAHOMA.....	LB 25	.....	*f* 10 40
		4.23			
f 7 59	217.96	LS.....LINCOLN.....	LB 29	.....	*s* 10 20
		6.00			
f 8 16	223.96	.....SCHUYLER.....	LB 35	.....	*f* 9 58
		6.59			
s 9 00AM	230.55	LS.....**WARSAW**.....WY	LB 42	.....	9 30AM
Daily Ex. Sunday		41.61			Daily Ex. Sunday

GLENCOE SUBDIV.—BETWEEN JB JUNCTION AND RK JUNCTION

TRAINS WESTWARD FIRST CLASS 35 Passenger	Miles from St. Louis —Seventh Street	TIME-TABLE No. 70 JULY 6, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD FIRST CLASS 32 Passenger
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
6 28PM	24.08	Automatic Block P... JB JUNCTION.....	.....	.....	7 00AM
		1.70			
f 6 30	25.78	P.....YEATMAN.....	25	45	*f* 6 56
		0.73			
s 6 32	26.51	LS.....GLENCOE.....*	26	.....	*s* 6 54
		3.19			
6 37PM	29.70	P... RK JUNCTION.....	.....	.....	6 49AM
Daily Ex. Sunday		5.62			Daily Ex. Sunday

BAGNELL SUBDIV.—BETWEEN JEFFERSON CITY AND BAGNELL

	Miles from St. Louis —Seventh Street	TIME-TABLE No. 70 JULY 6, 1941	Station Numbers	Siding Capacity in Cars	
		STATIONS			
.....	125.33	CS.....**Jefferson City**..OCWTY§	125	Yd.	.....
		7.77			
.....	133.10	.....SCRUGGS.....	GA 8	5	.....
		4.96			
.....	138.06	.....LOHMAN.....	GA 13	47	.....
		6.34			
.....	144.40	LS.....RUSSELLVILLE	GA 19	22	.....
		4.84			
.....	149.24	.....ENON.....	GA 24	.....	.....
		4.03			
.....	153.27	LS.....OLEAN.....	GA 28	44	.....
		5.38			
.....	158.65	LS.....ELDON.....W	GA 33	19	.....
		0.35			
.....	159.00	..C. R. I. & P. CROSSING..	.....	.....	.....
		2.95			
.....	161.95	.....AURORA SPRINGS.....	GA 37	.....	.....
		8.69			
.....	170.64	LS.....**BAGNELL**.....T	GA 45	Yd.	.....
		45.31			

MARSHALL SUBDIV.—BETWEEN MARSHALL JUNCTION AND MARSHALL

TRAINS WESTWARD FIRST CLASS 635 Passenger	633 Passenger	Siding Capacity in Cars	Miles from St. Louis Seventh Street	TIME-TABLE No. 70 JULY 6, 1941	Station Numbers	Miles from Kansas City	TRAINS EASTWARD FIRST CLASS 636 Passenger	634 Passenger
Daily	Daily			STATIONS			Daily	Daily
12 28PM	1 05PM	63	202.17	LS..**MARSHALL JUNCTION**..Y	G 73	88.61	1 20PM	12 45PM
				1.91				
s 1233PM634	*s* 112PM636	.....	204.08	LS.....**MARSHALL**.....	GB 2	90.52	115PM633	1235PM635
Daily	Daily			1.91			Daily	Daily

Miles from St. Louis, shown above, is mileage painted on telegraph poles, and is not actual.

1. All Eastward trains are superior to trains of the same class in the opposite direction, except:

Glencoe Subdiv.	**No. 35 is superior to No. 32.**
Lexington Subdiv.	**No. 655 is superior to No. 656.**
Warsaw Subdiv.	**No. 657 is superior to No. 658.**
Marshall Subdiv.	**No. 635 is superior to No. 634.**
	No. 633 is superior to No. 636.

2. MAXIMUM SPEED:

	Miles Per Hour	
	Tangent	Curves Not Restricted
Light-weight Streamlined passenger cars when hauled by Diesel Engines 7000-7001:		
Kirkwood Subdiv., St. Louis Terminal:		
Between Grand Ave. and Tower Grove Jct.	45	45
Between Tower Grove Jct. and Kirkwood	75	60
St. Louis and Sedalia Subdivs.	90	80

Diesel engines 7000 and 7001 hauling any standard passenger cars will not exceed the maximum passenger speed shown in time-table on any Subdiv.

Speed of these engines when operating over Joint Track or Foreign Lines with or without cars will be governed by the Maximum Speed and Speed Restrictions of that line.

	Miles Per Hour	
	Passenger Trains	Freight Trains
Kirkwood Subdiv., St. Louis Terminal:		
Between Grand Ave. and Tower Grove Jct.	45	35
Between Tower Grove Jct. and Kirkwood	60	45
Oak Hill Subdiv., St. Louis Terminal	35	25
Carondelet Subdiv., St. Louis Terminal	25	25
St. Louis and Sedalia Subdivs.	75	55
Glencoe Subdiv.	60	40
River Subdiv.:		
Between SR Jct. and Mile Post 208	50	45
Between Mile Post 208 and Mile Post 217	55	45
Between Mile Post 217 and FR Jct.	50	45
Between FR Jct. and Eton	55	45
Lexington Subdiv.	30	25
Bagnell Subdiv.	20	20
Warsaw Subdiv.	20	20
Marshall Subdiv.	20	15

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)

St. Louis Terminal:			
	23rd Street, Interlocking limits	10	10
	Grand Avenue, Interlocking limits	10	10
	Kirkwood	30	30
	Davis Street, Interlocking limits	20	20
New Haven:	No. 9 Sunday only to discharge mail	20	..
New Haven:	No. 10 to discharge mail	40	..
Hermann:	No. 9 Sunday only to discharge mail	20	..
Gasconade River:	Bridge No. 21, Mile Post 88.30	30	30
Osage River:	Draw Bridge No. 31, Mile Post 117.02	30	30
Jefferson City:	Eastward Track, Passing coal chute	30	30
Sedalia:	M-K-T Crossing to Grand Avenue	40	40
California:	No. 9 to dispatch mail	40	..
Sedalia:	(Warsaw Subdiv.) Between Main Line Junction and 5th St.	5	5
Warsaw Subdiv.:	Bridge 66, MP 227 Pole 21	10	10

	Miles Per Hour	
	Passenger Trains	Freight Trains
SPEED RESTRICTIONS: (Continued)		
Marshall:	All trains reduce speed to five miles per hour passing over first five street crossings east of depot. Whistle must be sounded and bell ringing. Engines switching over these crossings must observe these instructions, and in addition a member of crew will flag the crossing. (See Rule 103)	
	City Ordinance prohibits running of cars across and switching on street crossings unless such cars be at all times while in motion, securely fastened to engine pushing or pulling same. This prohibits making drop of cars in switching movements.	

Kansas City Terminal Railway:

Rule 835. Road engines must not exceed 40 miles an hour running forward or 20 miles an hour running backward. Switch engines must not exceed 20 miles an hour.

Rule 836. Passenger trains must not exceed 20 miles an hour and freight trains and light engines 10 miles an hour through interlocking switches and other crossovers and Railroad and Street Railway crossings or 8 miles an hour under Union Station sheds.

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:			
1	to 172	60	60
401	to 487	55	55
1201	to 1280	63	63
1301	to 1325	63	63
1401	to 1571	63	63
1701	to 1714	55	55
1720	to 1729	55	55
1901	to 1925	63	63
2101	to 2125	90	90
2305	to 2398	55	55
2504	to 2523	60	60
2638	to 2651	50	50
	2707	60	60
	4000	30	30
5201	to 5207	55	55
5308	to 5316	80	80
5321	to 5327	90	90
5335	to 5344	80	80
5501	to 5540	80	80
	6000	60	60
6401	to 6444	80	80
6501	to 6521	70	70
6601	to 6629	80	80
Diesel Engines:			
800	to 804	30	30
4100	and 4101	35	35
4102	and 4103	75	75
7000	and 7001	117	117
	7100	117	117
9000	to 9010	35	35
9102	to 9105	35	35
G. C. L. and I. G. N. Engines:			
301	to 389	50	50
941	to 948	35	35
1011	to 1040	55	55
1051	to 1073	55	55
1101	to 1125	63	63
1151	to 1161	80	80
9200	to 9203 (Diesel)	35	35

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: (Continued)	Miles Per Hour Passenger Trains	Miles Per Hour Freight Trains
Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.		
Motor Cars:		
(a) Gas-electric passenger motor cars	60	..
(b) Brill passenger motor cars, with mechanical drive	45	..
Trains handling:		
Diesel engines dead in tow:		
800 Series	..	30
4100, 4101 and 9000-9001 Series	..	35
4102, 4103 and all other Diesel road engines	Maximum Permissible Speed	
Motor Cars dead in tow	50	50
Pile Drivers	..	25
Steam Shovels	..	25
Scale Test Cars (handle next to caboose)	Maximum Frt. Train Speed.	
Wrecking Derricks (self-propelling)	..	25
Bridge Derrick Cars (non-revolving) boom connected.	..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.		
Bridge Derrick Cars (non-revolving), boom disconnected	Maximum Frt. Train Speed.	
Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.		
Bridge Derrick-Pile Driver (combination machine)	..	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.		
American Ditchers, self-propelling	..	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.		
Locomotive Cranes or Clam Shells	..	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.		

SPEED RESTRICTIONS: (Continued)	Miles Per Hour Passenger Trains	Miles Per Hour Freight Trains
Trains Handling:		
American Ditchers, loaded on flat cars	..	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	..	20
Jordan Spreaders and Spreader-Ditchers	..	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains etc., provided for this purpose.		
Rail Unloaders	Maximum Freight Train Speed	
Rail unloaders must have boom disconnected and stored on car.		

Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 miles per hour.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines running backward with or without cars must not exceed a speed of 25 miles per hour, except on Lexington, Warsaw, Marshall and Bagnell Subdivs. must not exceed a speed of 15 miles an hour.

Engines not equipped with engine trucks, either dead in tow or under steam in road movement must be moved tender forward.

Engines without full set of driving wheels. trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency; when necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: (Continued)

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS:

Trains consisting of Light-Weight Streamlined passenger cars when hauled by Diesel Engines 7000, 7001 and 7100 will observe Speed Restrictions shown, except on curves at which SPEED RESTRICTION SIGNS are maintained, these trains may exceed by FIVE MILES per hour the SPEED as indicated on the RESTRICTED SPEED SIGN.

Eastward					Westward				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Carondelet Subdiv. (St. Louis Terminal):									
10	23	6	23	19	10	23	18	23	6
Oak Hill Subdiv. (St. Louis Terminal):									
20	10	29	9	30	20	9	23	10	29
St. Louis Subdiv.: (South Track)					**(North Track)**				
45	125	19	124	31	55	13	36	17	19
65	124	28	124	21	60	21	2	21	24
55	118	22	117	26	70	23	12	27	3
55	116	25	115	29	65	27	3	27	30
65	109	5	108	30	65	49	20	49	27
65	107	1	106	33	50	51	19	55	5
55	97	29	95	8	65	61	28	62	0
65	94	20	94	15	65	63	14	63	38
60	93	2	92	37	65	64	35	65	11
55	89	26	89	14	45	67	0	67	17
50	89	10	88	35	65	70	28	70	36
45	88	30	88	15	65	72	9	72	19
45	88	7	87	36	60	73	15	74	17
60	87	33	87	29	60	75	17	75	29
65	86	15	86	8	60	80	9	81	15
60	84	35	83	34	60	83	34	84	35
60	81	15	80	9	65	86	8	86	15
60	75	29	75	17	60	87	29	87	33
60	74	17	73	15	45	87	36	88	7
65	72	19	72	9	45	88	15	88	30
65	70	36	70	28	50	88	35	89	10
45	67	17	67	0	55	89	14	89	26
65	65	11	64	35	60	92	37	93	2
65	63	38	63	14	65	94	15	94	20
65	62	0	61	28	65	97	24	97	29
50	55	5	51	19	65	106	33	107	1
65	49	27	49	20	65	108	30	109	5
65	27	30	27	3	55	115	29	116	25
70	27	3	23	12	55	117	26	118	22
60	21	24	21	2	65	124	21	124	28
55	17	19	13	36	45	124	31	125	19

SPEED RESTRICTIONS: (Concluded)

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.

Eastward					Westward				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Glencoe Subdiv.:									
30	29	28	29	10	30	24	1	24	10
40	26	29	26	7	40	26	7	26	29
30	24	10	24	1	30	29	10	29	28
Sedalia Subdiv.:									
45	276	30	273	15	45	125	19	126	24
65	273	0	271	16	65	126	24	128	38
55	271	4	270	15	45	128	38	129	9
55	269	15	268	11	65	129	9	129	33
45	268	2	267	2	60	132	15	134	0
65	265	4	263	31	65	134	6	135	5
45	263	30	262	18	50	136	40	138	14
65	261	2	260	36	55	138	15	143	34
55	259	33	259	26	65	146	22	147	22
65	256	28	256	15	50	150	6	150	28
65	255	2	254	31	65	154	13	155	37
45	249	14	248	20	50	162	6	163	1
65	244	31	244	3	55	168	12	169	25
65	227	31	227	20	55	170	20	171	6
65	222	16	221	34	65	173	31	174	11
55	221	15	220	38	55	177	4	177	14
55	220	9	218	27	50	177	14	177	30
35	218	27	217	25	65	177	31	178	27
65	206	5	205	12	65	191	32	193	20
65	193	20	191	32	65	205	12	206	5
65	178	27	177	31	35	217	25	218	27
50	177	30	177	14	55	218	27	220	9
55	177	14	177	4	55	220	38	221	15
65	174	11	173	31	65	221	34	222	16
55	171	6	170	20	65	227	20	227	31
55	169	25	168	12	65	244	3	244	31
50	163	1	162	6	45	248	20	249	14
65	155	37	154	13	65	254	31	255	2
50	150	28	150	6	65	256	15	256	28
65	147	22	146	22	55	259	26	259	33
55	143	34	138	15	65	260	36	261	2
50	138	14	136	40	45	262	18	263	30
65	135	5	134	6	65	263	31	265	4
60	134	0	132	15	45	267	2	268	2
65	129	33	129	9	55	268	11	269	15
45	129	9	128	38	55	270	15	271	4
65	128	38	126	24	65	271	16	273	15
45	126	24	125	19	45	273	15	273	32
					65	274	3	274	40
					45	275	0	276	30
River Subdiv.:									
30	129	18	129	9	30	129	9	129	18
40	177	5	176	5	40	176	5	177	5
50	251	10	250	20	50	250	20	251	10
50	261	2	260	35	50	260	35	261	2

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	Grand 0500. Main 1000—Station 730.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	Grand 0500	34 Broadview Drive	Parkview 0674.
Dr. M. C. Starkloff	Carondelet, Mo.	7619 South Broadway	Riverside 129. Laclede 87	512 Dover Place	Riverside 1706.
Dr. F. F. Zeller	Carondelet, Mo.	7119 South Broadway	Riverside 1389	7204 Pennsylvania	Riverside 0740J.
★★Dr. W. A. Smith	Webster Groves, Mo.	111 West Lockwood	Webster 10	163 Helfenstein Place	Webster 75.
★★Dr. F. P. Knabb	Valley Park, Mo.	Marshall	48	114 Ann	41.
★★Dr. A. L. McNay	Pacific, Mo.		57	Pacific	124.
★★Dr. D. B. Ecker	Pacific, Mo.		29	Pacific	29-A.
★★Dr. H. A. May	Washington, Mo.	402 Jefferson	66	402 Jefferson	66.
Dr. C. F. Goodrich	New Haven, Mo.		2123	New Haven	3123.
★★Dr. B. P. Eisenmann	New Haven, Mo.	New Haven	101	New Haven	103.
★★Dr. F. J. Wessling	Hermann, Mo.	100 West Second	214	104 East Third	214.
★★Dr. W. Von McKnelly	Chamois, Mo.	Peoples Bank Bldg.	Main 42	Chamois	Main 35.
EMERGENCY STATION	Jefferson City, Mo.	Meyerhardt Bldg.	265, Capitol Tel. Co.	1504 West Main	220, Capitol Tel. Co.
★Dr. S. V. Bedford	Jefferson City, Mo.	Meyerhardt Bldg.	265, Capitol Tel. Co.	1504 West Main	220, Capitol Tel. Co.
★★Dr. J. P. Burke, Jr.	California, Mo.	Oak and Smith	15—2 Rings	Owens and Versailles	15.
★★Dr. J. B. Norman	Tipton, Mo.		66	Tipton	66.
★★Dr. R. L. Fogle	Otterville, Mo.		24	Otterville	45.
EMERGENCY STATION	Sedalia, Mo.	Bothwell Memorial Hospital			
★Dr. C. B. Trader, Division Surgeon	Sedalia, Mo.	112 West Fourth	333-R	1717 West Third	333-W.
★Dr. D. P. Dyer	Sedalia, Mo.	Third Nat. Bank Bldg.	1773	524 South Grand	1140.
★Dr. W. M. Wheeler, Asst. Surgeon	Sedalia, Mo.	Ilgenfritz Bldg.	1050-W	828 West Sixth	1050-R.
★★Dr. J. E. Porter	Knobnoster, Mo.		Home, 14	Knobnoster	Home, 14.
★★Dr. C. S. Johnson	Warrensburg, Mo.	114 East Market	4	114 East Market	695.
★★Dr. H. F. Parker	Warrensburg, Mo.	217½ North Holden	155	118 West Gay	60.
Dr. H. Harkness, Associate Local and Dispensary Surgeon	Warrensburg, Mo.	217½ North Holden			
★★Dr. K. Rawlins, Local and Dispensary Surgeon	Holden, Mo.	West Third	43	6th and Olive	42.
★★Dr. C. L. Conrad	Pleasant Hill, Mo.	Farmers Nat. Bank Bldg.	Bell 57	318 North Taylor	Bell 107.
Dr. L. V. Murray	Pleasant Hill, Mo.	110 First	62	206 North Armstrong	288.
★★Dr. L. B. Knight	Lees Summit, Mo.	8 West Third	366	108 Madison Lane	266.
★★Dr. J. R. Green	Independence, Mo.	First National Bank Bldg.	Independence 5600	915 South Main	Independence 301.
HOSPITAL	Kansas City, Mo.	2800 Main	Westport 0463.		
★Dr. J. E. Castles	Kansas City, Mo.	1000 Argyle Bldg., 12th and McGee	H A 5037 & 5038 Victor 6100, Station 36	620 West Dartmouth Road	Jackson 4027.
Dr. C. M. Stemen	Kansas City, Kan.	817 North Ninth	Drexel 0099	817 North Ninth	Drexel 0099.
★★Dr. W. E. Stone	Boonville, Mo.	317½ Main	78	301 Chestnut	898.
Dr. T. C. Beckett	Boonville, Mo.	317½ Main	78	721 Main	442.
Dr. W. K. Nix, Local and Dispensary Surgeon	Marshall, Mo.	74½ North Jefferson	565	340 East Eastwood	578.
★★Dr. G. A. Kelling	Waverly, Mo.		Waverly 100	Waverly	Waverly 82.
★★Dr. W. A. Braecklein	Higginsville, Mo.	N. E. Cor. Russell & Brown	160	N. E. Cor. Russell & Brown	160.
Dr. A. Judson Chalkley, Local and Dispensary Surgeon	Lexington, Mo.	1110 Main	9	1409 South	78.
★★Dr. C. T. Ryland	Lexington, Mo.	1922 Main	82	1809 Main	135.
Dr. B. H. Brashei, Local and Dispensary Surgeon	Lexington and Myrick, Mo.	1110½ Main	9	1604 Oneida, Lexington	78.
★★Dr. E. C. Shelton	Eldon, Mo.		216	Eldon	82.
★★Dr. O. L. Cuddy, Local and Dispensary Surgeon	Lincoln, Mo.		22 Farmers Tel. Co.	Lincoln	58 Benton Tel. Co.
★★Dr. H. G. Savage	Warsaw, Mo.		121	Warsaw	61.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.
★★Medical Examiners for Examination only of Maintenance of Way Laborers (Forms 339-B, 339-D), and other applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.