REC'D JUN 4 - 1940

SAFETY

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL..... BY DAY.
Nose held with one hand with other hand pointing toward track.

BY NIGHT.
Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.

BRAKES STICKING.. BY DAY.
Hands shoved in sliding motion out from body.

BY NIGHT.
Lamp raised and held stationary.

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE CONNECTION
LADING SHIFTED OVER SIDE OR END OF CAR
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION
} Stop signal.

DIVISION OFFICERS

F. C. FLYNN	Superintendent	Moberly, Mo.
D. E. LEONARD	Superintendent, St. Louis Terminals	St. Louis, Mo.
R. W. BERREY	Superintendent, Kansas City Terminals	Kansas City, Mo.
J. F. NELLIS	Train Master, St. Louis Terminals	St. Louis, Mo.
E. W. NIXON	Asst. Train Master, St. Louis Terminals	St. Louis, Mo.
A. J. McHUGH	Train Master	Moberly, Mo.
L. A. HIGH	Train Master	Moberly, Mo.
C. B. LEU	Train Master	Moberly, Mo.
L. A. SMITH	Road Foreman of Engines	Moberly, Mo.
C. C. CONNELL	Road Foreman of Engines	Moberly, Mo.
G. R. GREATHOUSE	Chief Train Dispatcher	Moberly, Mo.
C. E. ASBURY	Night Chief Train Dispatcher	Moberly, Mo.

Wabash Railway Company

NORMAN B. PITCAIRN AND FRANK C. NICODEMUS, JR., Receivers

MOBERLY DIVISION

Time Table No. 20

IN EFFECT

SUNDAY, JUNE 2, 1940

AT 12:01 A. M.

Central Standard Time

PREVIOUS TIME TABLES ARE VOID AND MUST BE DESTROYED

This Time Table is for the Government and Information of Employes Only. The Management Reserves the Right to Vary from it at Pleasure.

G. H. SIDO,
Chief Operating Officer.

R. A. MESSMORE,
Assistant General Manager.

W. N. GARVIN,
Superintendent Transportation.

F. C. FLYNN,
Superintendent.

ST. LOUIS TO FERGUSON—14th District

Time Table No. 20

In Effect June 2, 1940

STATIONS

Westward Trains

FIRST CLASS

Distance from St. Louis			Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	17	205	207	23	201	3	9	209	203	11				
				Midnight Limited	Decatur Division No. 18	Decatur Division No. 4	Kansas City Express	Decatur Division No. 10	Pacific Coast Limited	St. Louis Colorado Limited	Decatur Division No. 24	Decatur Division No. 2	Omaha-Des Moines Limited				
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
				AM	AM	AM	AM	NOON	PM	PM	PM	PM	PM				
.....	BLK SIGS DBL TRK	DN ST. LOUIS	.....	12.05	12.20	8.58	9.05	12.00	1.58	4.05	4.25	6.28	8.00	.....	.....	.....	.....
		2.2															
2.2		D VANDEVENTER WC	.....	12.12	12.27	9.05	9.11	12.06	2.04	4.11	4.31	6.35	8.07	.....	.....	.....	.....
		3.4															
5.6		DELMAR-ROSEDALE	.....	S12.21	S12.35	S 9.12	S 9.18	S12.13	S 2.11	S 4.18	S 4.38	S 6.43	S 8.14	.....	.....	.....	.....
		1.3															
6.9		DN PAGE AVE. JCT.	.....	12.24	12.41	9.14	9.21	12.15	2.13	4.20	4.40	6.46	8.17	.....	.....	.....	.....
		1.9															
8.8		GLEN ECHO	25	.....	AM	AM	.....	PM	.....	.....	PM	PM	.....	.....	.....	.....	.....
		3.3															
12.1		DN FERGUSON	30	12.33 AM	.....	.....	f 9.30 AM	.....	2.20 PM	4.28 PM	.....	.....	8.25 PM	.....	.....	.....	.....
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		.....Scheduled Time.....		:28	:21	:16	:25	:15	:22	:23	:15	:18	:25				
		.....Average Miles an Hour.....		25.9	19.7	25.9	29.0	27.6	33.0	31.5	27.6	23.0	29.0				

FERGUSON AND LUTHER—14th District

Time Table No. 20

In Effect June 2, 1940

STATIONS

Westward Trains

THIRD CLASS	SECOND CLASS					Distance from Luther
71	95	97	89	91		
Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight		
Daily Except Sun.	Daily	Daily	Daily	Daily		
AM	PM	PM	AM	AM		
8.15	8.20	**7.10**	9.30	2.00	.....	
f 8.23	8.27	7.17	9.40	.....	2.8	
S 8.41 AM	8.40 PM	7.27 PM	**9.53** AM	3.30 AM	5.8	
Daily Except Sun.	Daily	Daily	Daily	Daily		
:26	:20	:17	:23	1:30		
13.3	17.4	20.4	15.1	3.8		

Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	
612	.....	2S LUTHER WC
		2.8
614	28	JENNINGS
		3.0
607	30	DN FERGUSON
		.....Scheduled Time.....
		..Average Miles an Hour..

Eastward Trains

SECOND CLASS				THIRD CLASS
96	98	92	90	70
Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Daily	Daily	Daily	Daily	Daily Except Sun.
AM	AM	AM	PM	PM
5.00	6.40	10.30	**7.10**	1.25
.....	6.10	10.05	6.37	f 1.13
4.00 AM	6.00 AM	**9.53** AM	6.30 PM	S 1.05 PM
Daily	Daily	Daily	Daily	Daily Except Sun.
1:00	:40	:37	:40	:20
5.8	8.7	9.4	8.7	17.4

COLUMBIA BRANCH—14th District

Time Table No. 20

In Effect June 2, 1940

STATIONS

Westward Trains

FIRST CLASS

				39	37	35	33	Distance from St. Louis
				Passenger	Passenger	Passenger	Mixed	
				Daily	Daily	Daily	Daily	
				PM	PM	PM	AM	
.....	.....	.....	.....	7.45	4.12	12.10	4.15	123.2
.....	.....	.....	.....	f 8.03	f 4.29	S12.27	f 4.36	131.9
.....	.....	.....	.....	f 8.12	f 4.38	S12.36	f 4.47	137.1
.....	.....	.....	.....	f 8.15	f 4.41	f12.39	f 4.51	138.6
.....	.....	.....	.....	.....	f 4.44	f12.42	4.54	139.9
.....	.....	.....	.....	8.30 PM	4.57 PM	12.55 PM	5.15 AM	144.9
				Daily	Daily	Daily	Daily	
				:45	:45	:45	1:00	
				28.9	28.9	28.9	21.7	

Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	
665	.....	DN CENTRALIA W
		8.7
717	16	HALLSVILLE
		5.2
719	3	BROWNS
		1.5
721	5	STEPHENS
		1.3
722	.....	SWITZLER
		5.0
725	24	D COLUMBIA WC
		.....Scheduled Time.....
		.Average Miles an Hour.

Eastward Trains

FIRST CLASS

34	36	38	40
Passenger	Mixed	Passenger	Passenger
Daily	Daily	Daily	Daily
AM	PM	PM	PM
10.50	4.00	6.15	10.30
S10.31	S 3.32	S 5.51	f10.10
S10.22	S 3.19	f 5.42	f10.01
f10.18	3.15	f 5.38	f 9.58
10.15	3.12	f 5.35	f 9.55
10.05 AM	3.00 PM	5.25 PM	9.45 PM
Daily	Daily	Daily	Daily
:45	1:00	:50	:45
28.9	21.7	26.0	28.9

Nos. 35, 38 and 39 stop on signal at Bryant's Crossing, two miles west of Hallsville to receive or discharge paying passengers.

FERGUSON TO ST. LOUIS—14th District

Time Table No. 20

In Effect June 2, 1940

STATIONS

Eastward Trains

FIRST CLASS

Distance from Kansas City			Station Numbers	208 Decatur Division No. 17 Daily	18 Midnight Limited Daily	202 Decatur Division No. 3 Daily	14 St. Louis Limited Daily	2 Pacific Coast Limited Daily	204 Decatur Division No. 11 Daily	22 St. Louis Express Daily	210 Decatur Division No. 21 Daily	12 St. Louis Special Daily	206 Decatur Division No. 1 Daily				
				AM	AM	AM	AM	PM	PM	PM	PM	PM	PM				
278.1	BLK SIGS	DN ST. LOUIS	601	7.25	7.30	8.00	8.08	1.15	5.05	5.20	9.45	10.00	10.25	.....	.....	.....	.....
		2.2															
275.9	BLK SIGS	D VANDEVENTER WC	602	7.10	7.14	7.46	7.53	1.03	4.54	5.07	9.34	9.47	10.14	.....	.....	.....	.....
		3.4															
272.5	BLK SIGS	DELMAR-ROSEDALE	604	S 7.01	S 7.06	S 7.37	S 7.45	S12.55	S 4.47	S 5.00	S 9.27	S 9.40	S10.07	.....	.....	.....	.....
		1.3															
271.2	BLK SIGS	DN PAGE AVE. JCT.	.....	6.57	7.02	7.34	7.41	12.52	4.43	4.55	9.25	9.38	10.05	.....	.....	.....	.....
		1.9															
269.3		GLEN ECHO	606	AM	.....	AM	.....	.....	PM	.....	PM	.....	PM	.....	.....	.....	.....
		3.3															
266.0		DN FERGUSON	607	.....	6.52 AM	.....	7.34 AM	12.45 PM	.....	f 4.45 PM	.....	9.32 PM	.....	.....	.....	.....	.....
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		Scheduled Time		:28	:38	:26	:34	:30	:22	:35	:20	:28	:20				
		Average Miles an Hour		14.7	19.1	15.9	21.3	24.2	18.8	20.7	20.7	25.9	20.7				

MOBERLY AND OUTER DEPOT—12th District

Westward Trains

THIRD CLASS			SECOND CLASS			FIRST CLASS	Distance from Hannibal	Time Table No. 20 In Effect June 2, 1940 STATIONS	Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose
		67 Freight Daily	89 Red Ball Freight Daily	91 Red Ball Freight Daily		3 Western Express Daily				
		AM	PM	AM		AM				
.....	.....	11.30	4.30	10.20	.....	10.45	2.1	DN OUTER DEPOT WC	265	.....
								10.1		
.....	.....	**12.10**	5.05	10.45	.....	11.05	12.2	D RENSSELAER	315	100
								3.0		
.....	.....	12.20	5.12	10.51	.....	11.10	15.2	HUNTINGTON	317	56
								3.4		
.....	.....	12.28	5.19	10.58	.....	11.16	18.6	HASSARD	319	18
								3.7		
.....	.....	12.40	5.26	11.06	.....	11.23	22.3	D MONROE CITY	321	128
				3-90		90-91		8.3		
.....	.....	1.00	5.46	**11.35**	.....	**11.35**	30.6	CLAPPER W	323	85
								3.6		
.....	.....	1.12	5.59	11.53	.....	11.42	34.2	STOUTSVILLE W	325	25
								5.3		
.....	.....	1.27	6.14	12.10	.....	11.54	39.5	GOSS	326	100
								4.4		
.....	.....	1.50	6.24	12.21	.....	S12.07	43.9	D PARIS W	327	29
								4.2		
.....	.....	**2.12**	6.35	12.31	.....	12.16	48.1	FOWKES	....	119
								3.6		
.....	.....	2.22	6.43	12.40	.....	12.23	51.7	D HOLLIDAY	329	44
								4.7		
.....	.....	2.37	6.53	12.50	.....	S12.31	56.4	D MADISON	330	31
								5.4		
.....	.....	2.52	7.07	1.02	.....	12.41	61.8	EVANSVILLE	331	100
								7.9		
.....	.....	3.15 PM	7.30 PM	**1.30** PM	.....	1.10 PM	69.7	DN MOBERLY WC	673	.....
		Daily	Daily	Daily		Daily				
		3:45	3:00	3:10		2:25		Scheduled Time		
		18.0	22.5	21.3		27.9		Average Miles an Hour		

Eastward Trains

FIRST CLASS		SECOND CLASS			
2 Eastern Express Daily		98 Red Ball Freight Daily	90 Red Ball Freight Daily	82 Red Ball Freight Daily	
PM		AM	PM	PM	
3.40	.....	4.25	12.40	10.45	.....
3.22	.....	4.04	**12.10**	10.25	.....
3.16	.....	3.57	12.04	10.17	.....
3.10	.....	3.49	11.57	10.10	.....
3.04	.....	3.40	11.50	10.03	.....
2.49	.....	3.23	**11.35**	9.46	.....
2.42	.....	3.07	11.24	9.30	.....
2.32	.....	2.54	11.15	9.19	.....
S 2.23	.....	2.41	11.04	9.10	.....
2.12	.....	2.31	10.54	9.01	.....
2.05	.....	2.24	10.48	8.54	.....
S 1.54	.....	2.15	10.40	8.45	.....
1.44	.....	2.02	10.30	8.35	.....
1.30 PM	.....	1.45 AM	10.15 AM	8.20 PM	.....
Daily		Daily	Daily	Daily	
2:10		2:40	2:25	2:25	
31.2		25.3	27.9	27.9	

No. 2 stop on signal at Evansville, Holliday, Goss, Stoutsville and Monroe City to receive or discharge paying passengers, parcel post or express and at Huntington and Rensselaer on Saturdays only to discharge perishable parcel post when requested by R. P. O.

No. 3 stop on signal at Rensselaer and Huntington to receive or discharge paying passengers, parcel post or express; at Monroe City, Stoutsville and Evansville to receive or discharge paying passengers and at Holliday to receive paying passengers or milk shipments.

ADJUSTED TONNAGE RATING

	Moberly to Outer Depot				Outer Depot to Moberly			
Car Factor	5				5			
Class	A	B	C	D	A	B	C	D
K-3-4-B	2950	2760	2600	2440	2710	2530	2380	2240
K-3-4	2460	2300	2165	2035	2280	2130	2010	1885
M-1	2460	2300	2165	2035	2280	2130	2010	1885
K-1-2	2060	1925	1810	1705	1910	1785	1680	1580

FERGUSON TO MOBERLY—14th District

Time Table No. 20

In Effect June 2, 1940

Westward Trains

Distance from St. Louis		STATIONS		Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	FIRST CLASS 17 Midnight Limited Daily	23 Kansas City Express Daily	3 Pacific Coast Limited Daily	9 St. Louis-Colorado Limited Daily	11 Omaha-Des Moines Limited Daily			SECOND CLASS 91 Red Ball Freight Daily	89 Red Ball Freight Daily	97 Red Ball Freight Daily	95 Red Ball Freight Daily	THIRD CLASS 71 Local Freight Daily Except Sun.		
					AM	AM	PM	PM	PM			AM	AM	PM	PM	AM		
12.1	DN	FERGUSON		30	12.33	f 9.30	2.20	4.28	8.25	.....	.....	3.30	**9.53**	7.27	8.40	$ 8.41	.....	.....
		1.8																
13.9		KINLOCH PARK		.....	.....	9.32	.....	.....	.....	.....	.....	**3.40**	10.00	7.35	8.45	8.48	.....	.....
		2.3																
16.2	D	ROBERTSON		71	12.38	f **9.37**	2.24	**4.32**	8.29	.....	.....	3.50	10.05	7.41	8.50	f 8.58	.....	.....
		6.6																
22.8	2S	ST. CHARLES	W	95	12.47	$ 9.50	2.33	4.41	$ 8.41	.....	.....	4.10	10.25	8.00	**9.19**	$ **9.18**	.....	.....
		8.1																
30.9	D	ST. PETERS		70	12.55	**10.00**	2.41	4.49	8.50	.....	.....	4.35	10.45	8.15	9.39	**f10.00**	.....	.....
		4.5																
35.4	D	O'FALLON		62	1.00	f10.05	.....	4.53	8.54	.....	.....	**4.58**	10.56	8.25	9.48	$10.25	.....	.....
		5.7																
41.1	2S	GILMORE		40	1.06	10.12	2.51	4.59	**9.02** 12-97	.....	.....	5.13	11.12	**9.02** 11-12	9.58	f10.40	.....	.....
		2.5																
43.6	D	WENTZVILLE		47	1.09	f10.15	.....	.....	9.06	.....	.....	5.19	**11.20**	9.16	10.03	$10.50	.....	.....
		5.8																
49.4	D	FORISTELL		61	1.15	10.21	2.59	5.07	9.13	.....	.....	5.34	11.34	9.23	10.13	**f11.07**	.....	.....
		3.5																
52.9	D	WRIGHT	W	71	1.19	f10.26	.....	**5.11**	9.17	.....	.....	**5.52**	11.42	9.28	10.19	$11.17	.....	.....
		6.1																
59.0	2S	TRUESDALE		59	1.25	**$10.35**	3.08	5.17	9.25	.....	.....	6.05	**11.59**	9.36	10.32	$11.29	.....	.....
		5.7																
64.7	D	PENDLETON		49	**1.31**	10.41	.....	.....	9.31	.....	.....	**6.30**	12.30	9.43	10.42	f11.39	.....	.....
		4.5																
69.2	D	JONESBURG		71	1.36	f10.47	3.17	5.26	9.35	.....	.....	6.40	12.45	9.50	10.51	**$11.50**	.....	.....
		4.6																
73.8	DN	HIGH HILL	WC	84	1.41	10.51	3.21	5.30	9.39	.....	.....	6.55	1.08	10.05	11.10	$12.10	.....	.....
		4.0																
77.8	D	NEW FLORENCE		61	1.45	f10.58	**3.25**	.....	9.43	.....	.....	7.10	1.23	10.12	11.19	$12.23	.....	.....
		5.5																
83.3	2S	MONTGOMERY		100	1.51	$11.07	3.30	5.39	9.51	.....	.....	**7.35**	1.38	10.20	11.30	$12.35	.....	.....
		7.6																
90.9	2S	WELLSVILLE		E 53 W 60	1.59	$11.17	3.37	5.46	10.00	.....	.....	7.55	1.53	10.30	11.43	$12.55	.....	.....
		4.7																
95.6	D	MARTINSBURG	W	71	2.04	**f11.26**	**3.41**	.....	10.05	.....	.....	8.05	2.18	10.36	11.51	$ 1.05	.....	.....
		6.7																
102.3		BENTON CITY		62	2.11	11.36	3.47	5.56	10.11	.....	.....	**8.20**	**2.48**	10.46	**12.05**	f 1.20	.....	.....
		6.8																
109.1	DN	MEXICO	W	E 110 W 47	$ 2.27	$11.45	$ 3.55	$ 6.07	$10.24	.....	.....	8.35	**3.05**	10.57	12.30	$ 2.00	.....	.....
		5.6																
114.7		THOMPSON		99	**2.34**	11.51	4.02	6.14	10.31	.....	.....	9.00	3.13	11.06	12.45	f **2.32** 22-90	.....	.....
		8.5																
123.2	DN	CENTRALIA	W	228	$ 2.52	$12.05	$ 4.12	$ 6.27	$10.46	.....	.....	9.20	3.25	**11.19**	1.05	$ 3.00	.....	.....
		7.8																
131.0	D	STURGEON		92	3.00	f12.14	.....	.....	**10.56**	.....	.....	9.35	3.36	11.31	1.20	f 3.14	.....	.....
		4.8																
135.8	DN	CLARK		58	3.05	12.19	4.23	6.41	11.01	.....	.....	9.45	3.44	11.40	1.30	f 3.25	.....	.....
		5.5																
141.3		RENICK		81	3.11	12.25	.....	.....	11.06	.....	.....	10.00	3.54	11.48	**1.45**	f 3.35	.....	.....
		5.8																
147.1	DN	MOBERLY	WC	.....	**3.25** AM	12.34 PM	4.34 PM	6.52 PM	11.20 PM	.....	.....	**10.28** AM	4.05 PM	12.05 AM	2.20 AM	3.50 PM	.....	.....
					Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily Except Sun.		
		.....Scheduled Time.....			2:52	3:04	2:14	2:24	2:55			6:58	6:12	4:38	5:40	7:09		
		.....Average Miles an Hour.....			47.0	44.0	60.4	56.2	46.3			19.3	21.8	29.1	23.8	18.8		

BLOCK SIGNALS

No. 9 Stop on signal at St. Charles on Fridays and Sundays to receive paying passengers for Kansas City or beyond.

No. 11 stop on signal at Montgomery to discharge paying passengers from St. Louis or to receive paying passengers for Mexico or beyond.

No. 17 stop on signal at St. Charles, Truesdale, Montgomery, Wellsville and Martinsburg to discharge paying passengers from St. Louis or to receive paying passengers for Centralia or beyond.

No. 71 carry passengers Ferguson to Moberly.

ADJUSTED TONNAGE RATING

	Luther to High Hill				High Hill to Moberly				Moberly to Luther			
Car Factor	5				6				6			
Class	A	B	C	D	A	B	C	D	A	B	C	D
M-1	3020	2820	2630	2450	4100	3770	3460	3180	4100	3770	3460	3180
K-3-4-B	3300	3090	2870	2680	4080	3750	3450	3160	4080	3750	3450	3160
K-3-4	2760	2580	2400	2240	3710	3410	3130	2880	3710	3410	3130	2880
K-1-2	2310	2150	2010	1875	3120	2860	2640	2420	3120	2860	2640	2420
J-2	1620	1510	1410	1315	2170	1990	1830	1680	2170	1990	1830	1680

MOBERLY TO FERGUSON—14th District

Time Table No. 20

In Effect June 2, 1940

Eastward Trains

Distance from Kansas City		STATIONS	Station Numbers	FIRST CLASS 18 Midnight Limited Daily	14 St. Louis Limited Daily	2 Pacific Coast Limited Daily	22 St. Louis Express Daily	12 St. Louis Special Daily	SECOND CLASS 98 Red Ball Freight Daily	92 Red Ball Freight Daily	90 Red Ball Freight Daily	96 Red Ball Freight Daily	THIRD CLASS 70 Local Freight Daily Except Sun.
				AM	AM	PM	PM	PM	AM	AM	PM	AM	PM
266.0	DN	FERGUSON	607	6.52	7.34	12.45	f 4.45	9.32	6.00	**9.53**	6.30	4.00	$ 1.05
		1.8											
264.2		KINLOCH PARK	619	6.49	7.31	.....	4.38	.....	5.45	9.42	6.23	**3.40**	1.00
		2.3											
261.9	D	ROBERTSON	621	6.46	7.29	12.41	f **4.32**	9.28	5.41	**9.37**	6.20	3.32	f12.55
		6.6											
255.3	2S	ST. CHARLES W	627	6.34	7.18	**12.32**	$ 4.20	**9.19**	5.20	**9.18**	6.05	3.12	$**12.32**
		8.1											
247.2	D	ST. PETERS	629	6.21	7.08	.....	.....	9.12	5.05	9.01	5.52	2.52	f11.59
		4.5											
242.7	D	O'FALLON	631	6.15	7.03	12.21	f 4.07	9.08	**4.58**	8.53	5.45	2.40	f11.45
		5.7						11–97					
237.0	2S	GILMORE	635	6.07	6.57	12.15	.....	**9.02**	4.49	8.44	5.35	2.28	f11.30
		2.5											
234.5	D	WENTZVILLE	637	6.04	6.54	.....	3.59	.....	4.45	8.40	5.30	2.23	$**11.20**
		5.8											
228.7	D	FORISTELL	639	5.57	6.48	12.08	.....	8.55	4.36	8.31	5.20	2.12	**f11.07**
		3.5											
225.2	D	WRIGHT W	641	**5.52**	6.44	.....	3.50	.....	4.31	8.25	**5.11**	2.05	f10.54
		6.1											
219.1	2S	TRUESDALE	643	5.44	6.37	**11.59**	f 3.44	8.46	4.22	8.15	4.57	1.50	$**10.35**
		5.7											
213.4	D	PENDLETON	645	5.36	**6.30**	11.54	.....	.....	4.14	8.06	4.48	**1.31**	f10.10
		4.5											
208.9	D	JONESBURG	647	5.30	6.25	**11.50**	3.33	.....	4.06	7.59	4.39	1.20	f10.00
		4.6											
204.3	DN	HIGH HILL WC	649	5.24	6.20	11.46	3.29	8.32	3.57	7.51	4.30	1.05	$ 9.45
		4.0											
200.3	D	NEW FLORENCE	651	5.19	6.16	.....	**3.25**	.....	3.45	7.43	4.20	12.55	$ 9.20
		5.5											
194.8	2S	MONTGOMERY	653	5.11	6.10	11.38	$ 3.11	8.24	3.36	**7.35**	4.10	12.45	$ 9.05
		7.6											
187.2	2S	WELLSVILLE	655	4.59	6.01	11.31	$ 3.02	.....	3.23	7.23	3.55	12.28	$ 8.50
		4.7											
182.5	D	MARTINSBURG W	657	4.52	5.55	**11.26**	2.56	.....	3.15	7.16	**3.41**	12.20	f 8.35
		6.7											
175.8		BENTON CITY	659	4.43	5.48	11.20	**2.48**	8.08	3.02	7.07	3.20	**12.05**	f **8.20**
		6.8											
169.0	DN	MEXICO W	661	$ 4.33	$ 5.40	$11.12	$ 2.41	$ 8.00	2.50	6.57	**3.05**	11.45	$ 7.50
		5.6					71–90				22–71		
163.4		THOMPSON	663	4.18	5.30	11.04	**2.32**	7.51	**2.34**	6.49	**2.32**	11.35	f 7.30
		8.5											
154.9	DN	CENTRALIA W	665	$ 4.04	$ 5.20	$10.56	$ 2.22	$ 7.43	2.15	6.38	2.10	**11.19**	$ 7.10
		7.8											
147.1	D	STURGEON	667	3.49	5.08	.....	2.12	.....	2.03	6.27	1.58	**10.56**	f 6.44
		4.8											
142.3	DN	CLARK	669	3.43	5.03	10.40	2.07	7.27	1.55	6.20	1.50	10.25	f 6.34
		5.5											
136.8		RENICK	671	3.35	4.58	.....	.....	.....	**1.45**	6.11	1.40	10.15	f 6.22
		5.8											
131.0	DN	MOBERLY WC	673	**3.25**	4.50	**10.28**	1.55	7.15	1.30	6.00	1.30	10.00	6.10
				AM	AM	AM	PM	PM	AM	AM	PM	PM	AM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
		.....Scheduled Time.....		3:27	2:44	2:17	2:50	2:17	4:30	3:53	5:00	6:00	6:55
		....Average Miles an Hour....		39.1	49.3	59.1	47.6	59.1	30.0	34.7	27.0	22.5	19.5

BLOCK SIGNALS

No. 18 stop on signal to discharge paying passengers from Carrollton or beyond or Macon or beyond and at St. Charles to receive paying passengers for St. Louis or beyond.

No. 14 stop on signal to discharge paying passengers from Chillicothe or beyond; at Martinsburg, Wellsville, Montgomery and Truesdale to receive paying passengers for St. Charles or beyond, and at St. Charles to discharge or receive paying passengers.

No. 2 stop on signal at St. Charles to receive or discharge paying passengers.

No. 22 stop on signal at Sturgeon to discharge paying passengers or to receive paying passengers for Mexico or beyond, at Martinsburg to discharge paying passengers or to receive paying passengers for Truesdale or beyond and at New Florence to discharge paying passengers from Mexico or beyond and to receive paying passengers for St. Charles or beyond.

No. 12 stop on signal at St. Charles on Fridays and Sundays to receive paying passengers for St. Louis or beyond.

No. 70 carry passengers Moberly to Ferguson.

ADJUSTED TONNAGE

Class A Rate. Temperature above 30 degrees F. and not much wind.

Class B Rate. Temperature between zero and 30 degrees F. or strong head or side wind.

Class C Rate. Temperature between zero and 30 degrees F. and strong head or side wind, or temperature below zero and not much wind.

Class D Rate. Temperature below zero and strong head or side wind.

This rating should be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from Train Master.

Rating shown on this table may be increased where grade and other conditions permit.

The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.

Conductors will show on all reports the adjusted tons.

Non-Doubling rate between Des Moines and Albia will be 70% of adjusted tonnage rating.

Non-Doubling rate between Stanberry and Brunswick will be 70% of the adjusted tonnage rating.

MOBERLY TO KANSAS CITY—17th District

Time Table No. 20

In Effect June 2, 1940

Westward Trains

Distance from St. Louis	STATIONS			Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	FIRST CLASS					SECOND CLASS					THIRD CLASS			
					17	23	3	9	11	97	95	91	191	89	75			
					Midnight Limited	Kansas City Express	Pacific Coast Limited	St.Louis-Colorado Limited	Omaha Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight			
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.			
					AM	PM	PM	PM	PM	AM	AM	PM	PM	PM	AM			
147.1	BLK SIGS	DN	MOBERLY WC	DBL TRK	.....	3.45	12.38	4.37	6.55	11.25	12.40	5.30	2.10	2.15	8.10	6.30	.....	.....	.....
			6.8															
153.9		DN	HUNTSVILLE		70	3.57	12.49	4.47	7.06	11.36	12.55	5.45	2.25	2.30	8.25	$ 6.55	.....	.....	.....
			6.7															
160.6		DN	CLIFTON	DBL TRK	100	4.05	12.57	4.55	7.14	11.44	1.04	5.57	2.37	2.43	8.37	$ 7.20	.....	.....	.....
			7.5															
168.1		DN	SALISBURY		54	$ **4.16**	$ 1.06	5.02	**7.22**	11.53	1.14	6.09	2.49	2.54	8.49	$ 7.45	.....	.....	.....
			7.0															
175.1		D	KEYTESVILLE W		.....	4.26	f 1.14	5.09	7.29	12.00	1.24	6.20	3.00	3.09	9.03	$ 8.00	.....	.....	.....
			3.9															
179.0		D	DALTON		.....	.....	f 1.18	5.13	.....	.....	1.30	6.27	.....	3.19	9.09	$ 8.15	.....	.....	.....
			7.1															
186.1		DN	BRUNSWICK WC		E 116 W 113	$ 4.43	$ 1.30	5.20	7.40	$12.13	1.42	6.50	3.20	3.45	9.35	$ **8.45**	.....	.....	.....
			6.8															
192.9	BLK SIGS	D	DEWITT		88	4.51	1.38	.....	.....	AM	**2.00**	AM	3.30	PM	9.50	$ 9.00	.....	.....	.....
			3.4															
196.3		D	MIAMI		100	4.55	1.42	5.31	7.51	.....	2.06	.....	3.36	.....	9.56	$ 9.09	.....	.....	.....
			6.5															
202.8		D	WAKENDA		103	5.03	1.50	5.37	7.57	.....	2.17	.....	3.50	.....	10.10	$ **9.25**	.....	.....	.....
			7.0															
209.8		DN	CARROLLTON W		93	$ 5.14	$ 2.00	5.44	$ 8.07	.....	2.33	.....	4.05	.....	10.25	$ 9.45	.....	.....	.....
			2.0															
211.8		DN	CARROLLTON JCT.	DOUBLE TRACK	61	5.19	2.04	5.46	8.11	.....	2.39	.....	4.10	.....	10.31	9.58	.....	.....	.....
			4.1															
215.9			PALEMON		61	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f10.10	.....	.....	.....
			3.9															
219.8	BLOCK SIGNALS	2S	NORBORNE		E 66 W 84	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$10.35	.....	.....	.....
			8.6															
228.4		2S	HARDIN		E 83	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$11.00	.....	.....	.....
			6.1															
234.5		DN	HENRIETTA WC		103	$ 5.55	$ 2.33	$ 6.08	.....	.....	.....	.....	.....	.....	.....	$11.25	.....	.....	.....
			5.6															
240.1			CAMDEN		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$11.40	.....	.....	.....
			1.3															
241.4		DN	CAMDEN JCT.		46	6.05	2.43	6.17	8.39	.....	3.39	.....	5.05	.....	11.26	11.55	.....	.....	.....
			4.3															
245.7		D	ORRICK		107	6.14	f 2.49	6.22	8.44	.....	3.49	.....	**5.25**	.....	11.32	$12.05	.....	.....	.....
			6.9															
252.6		D	EXC'LS'R SPG. JCT.		150	6.24	2.57	6.29	8.51	.....	4.02	.....	5.35	.....	11.42	$12.30	.....	.....	.....
			3.0															
255.6		D	MISSOURI CITY		.....	6.30	f 3.01	.....	.....	.....	.....	.....	.....	.....	.....	$12.40	.....	.....	.....
			5.5															
261.1			SOUTH LIBERTY		150	**6.42**	3.08	6.39	9.01	.....	4.20	.....	5.53	.....	12.01	f12.55	.....	.....	.....
			3.0															
264.1	BLOCK SIGNALS		BIRMINGHAM JCT.	DOUBLE TRACK	.....	6.48	3.12	6.43	9.05	.....	4.28	.....	6.01	.....	12.15	1.08	.....	.....	.....
			1.5															
265.6		DN	BIRMINGHAM		69	6.50	3.14	6.45	9.07	.....	4.30	.....	6.03	.....	12.18	f 1.10	.....	.....	.....
			2.6															
268.2			RANDOLPH		E 98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f.....	.....	.....	.....
			2.9															
271.1		DN	BLOCK 222		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			1.2															
272.3		DN	N. KAN. CITY WC		.....	.....	.....	.....	.....	.....	5.15	.....	7.00	.....	12.55	2.10	.....	.....	.....
			5.8															
278.1		DN	KANSAS CITY		.....	7.30 AM	3.35 PM	7.08 PM	9.30 PM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.			
			.....Scheduled Time.....			3:45	2:57	2:31	2:35	:48	4:35	1:20	4:50	1:30	4:45	7:40			
			....Average Miles an Hour.....			34.9	44.4	52.0	50.7	48.7	27.3	29.2	25.9	26.0	26.3	16.3			

No. 17 stop on signal to discharge paying passengers from Moberly or beyond, at Norborne, Hardin and Orrick to receive paying passengers for Kansas City and at North Kansas City to discharge paying passengers from St. Louis.

No. 11 stop on signal at Salisbury to discharge paying passengers from St. Louis and receive paying passengers for stations west of Brunswick.

No. 75 carry passengers.

Following trains meet on double track between Moberly and Huntsville:
No. 97 and No. 98.
No. 91 and No. 74.
No. 191 and No. 74.
No. 3 and No. 96.
No. 9 and No. 12.

Following trains meet on double track between Salisbury and Brunswick:
No. 17 and No. 92.
No. 23 and Nos. 74 and 22.
No. 191 and No. 96.
No. 11 and No. 98.

Following trains meet on double track between Carrollton Jct. and Camden Jct..
No. 3 and Nos. 12 and 82.
No. 91 and No. 82.
No. 89 and No. 98.
No. 75 and No. 22.

Following trains meet on double track west of Birmingham Jct.:
No. 89 and No. 18.
No. 17 and No. 74.
No. 9 and No. 98.

KANSAS CITY TO MOBERLY—17th District

Time Table No. 20

In Effect June 2, 1940

Eastward Trains

Distance from Kansas City	STATIONS	Station Numbers	FIRST CLASS 18 Midnight Limited Daily	14 St. Louis Limited Daily	2 Pacific Coast Limited Daily	22 St. Louis Express Daily	12 St. Louis Special Daily	SECOND CLASS 92 Red Ball Freight Daily	90 Red Ball Freight Daily	96 Red Ball Freight Daily	82 Red Ball Freight Daily	98 Red Ball Freight Daily	THIRD CLASS 74 Local Freight Mon. Wed. Fri.			
			AM	AM	AM	PM	PM	AM	AM	PM	PM	AM	PM			
131.0	BLK SIGS DN MOBERLY WC — DBL TRK	673	3.10	4.45	10.25	1.51	7.10	5.25	10.00	5.05	8.05	1.00	3.40	.....	.....	.....
	6.8															
124.2	DN HUNTSVILLE — DBL TRK	675	2.56	4.34	10.15	f 1.39	7.00	5.00	9.40	4.35	7.45	12.35	S 2.15	.....	.....	.....
	6.7															
117.5	DN CLIFTON — DBL TRK	677	2.47	4.25	10.07	f 1.29	6.52	4.48	9.25	4.20	7.34	12.20	S 1.45	.....	.....	.....
	7.5															
110.0	DN SALISBURY — DBL TRK	679	2.37	**4.16**	10.00	S **1.20**	6.45	4.32	9.13	4.06	**7.22**	12.07	S **1.20**	.....	.....	.....
	7.0															
103.0	D KEYTESVILLE W — DBL TRK	681	2.27	4.08	9.53	f 1.09	6.38	4.22	9.01	3.51	7.09	11.56	S12.50	.....	.....	.....
	3.9															
99.1	D DALTON — DBL TRK	683	2.22	.....	9.49	1.04	6.34	4.15	8.55	3.45	7.03	11.50	S12.35	.....	.....	.....
	7.1															
92.0	DN BRUNSWICK WC — DBL TRK	685	S 2.10	S 3.55	9.42	S12.56	6.27	4.05	**8.45**	3.30	6.53	11.40	S12.10	.....	.....	.....
	6.8															
85.2	BLK SIGS D DEWITT	687	**2.00**	AM	.....	12.45	.....	AM	8.34	PM	6.41	11.25	S11.40	.....	.....	.....
	3.4															
81.8	D MIAMI	689	1.55	.....	9.31	12.41	6.16	.....	8.28	.....	6.36	11.20	S11.30	.....	.....	.....
	6.5															
75.3	D WAKENDA	691	1.45	.....	**9.25**	12.34	6.10	.....	8.18	.....	6.26	11.11	S11.10	.....	.....	.....
	7.0															
68.3	DN CARROLLTON W	693	S 1.35	.....	9.18	S12.26	S 6.01	.....	8.06	.....	6.16	11.01	S10.25	.....	.....	.....
	2.0															
66.3	DN CARROLLTON JCT.	.....	1.30	.....	9.16	12.22	5.56	.....	7.59	.....	6.06	10.51	10.15	.....	.....	.....
	4.1															
62.2	BLOCK SIGNALS PALEMON — DOUBLE TRACK	694	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.55	.....	.....	.....
	3.9															
58.3	2S NORBORNE	695	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	S 9.40	.....	.....	.....
	8.6															
49.7	2S HARDIN	697	.....	.....	.....	.....	**5.42**	.....	.....	.....	**5.42**	.....	S 9.20	.....	.....	.....
	6.1															
43.6	DN HENRIETTA WC	699	12.59	.....	S **8.54**	S11.58	.....	.....	.....	.....	.....	.....	S **8.54**	.....	.....	.....
	5.6															
38.0	CAMDEN	701	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	S 8.38	.....	.....	.....
	1.3															
36.7	DN CAMDEN JCT.	.....	12.50	.....	8.45	11.49	5.29	.....	7.18	.....	4.59	10.06	8.33	.....	.....	.....
	4.3															
32.4	D ORRICK	703	12.45	.....	8.40	f11.44	**5.25**	.....	7.11	.....	4.50	9.58	S 8.20	.....	.....	.....
	6.9															
25.5	D EXC'LS'R SPG. JCT.	704	12.37	.....	8.33	11.36	5.18	.....	7.01	.....	4.40	9.46	S 8.02	.....	.....	.....
	3.0															
22.5	D MISSOURI CITY	705	.....	.....	.....	f11.32	.....	.....	.....	.....	.....	.....	S 7.55	.....	.....	.....
	5.5															
17.0	SOUTH LIBERTY	707	12.25	.....	8.23	11.25	5.08	.....	**6.42**	.....	4.28	9.28	S 7.42	.....	.....	.....
	3.0															
14.0	BLOCK SIGNALS BIRMINGHAM JCT. — DOUBLE TRACK	.....	12.20	.....	8.20	11.22	5.05	.....	6.32	.....	4.22	9.22	7.32	.....	.....	.....
	1.5															
12.5	DN BIRMINGHAM	708	12.18	.....	8.18	11.20	5.03	.....	6.30	.....	4.20	9.20	S 7.30	.....	.....	.....
	2.6															
9.9	RANDOLPH	709	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f	.....	.....	.....
	2.9															
7.0	DN BLOCK 222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.2															
5.8	DN N. KAN. CITY WC	711	.....	.....	.....	.....	.....	.....	5.30	.....	4.05	8.20	7.15	.....	.....	.....
	5.8															
.0	DN KANSAS CITY	713	11.55 PM	.....	8.00 AM	11.00 AM	4.45 PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
									AM		PM	PM	AM			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.			
	Scheduled Time		3:15	:50	2:25	2:51	2:25	1:20	4:30	1:35	4:00	4:40	8:25			
	Average Miles an Hour		40.3	46.8	54.2	45.9	54.2	29.2	27.8	24.6	31.3	26.8	14.8			

No. 18 stop on signal at Henrietta, Hardin, Norborne and Salisbury to receive or discharge paying passengers.

No. 14 stop on signal at Keytesville, Salisbury and Huntsville to discharge paying passengers from stations on 18th and 19th districts.

No. 74 carry passengers.

Following trains meet on double track between Huntsville and Moberly:

No. 98 and No. 97.
No. 74 and Nos. 91 and 191.
No. 96 and No. 3.
No. 12 and No. 9.

Following trains meet on double track between Brunswick and Salisbury.

No. 92 and No. 17.
No. 74 and No. 23.
No. 22 and No. 23.
No. 96 and No. 191.
No. 98 and No. 11.

Following trains meet on double track between Camden Jct. and Carrollton Jct.

No. 12 and No. 3.
No. 82 and Nos. 3 and 91.
No. 98 and No. 89.
No. 22 and No. 75.

Following trains meet on double track west of Birmingham Jct.

No. 18 and No. 89.
No. 74 and No. 17.
No. 98 and No. 9.

BRUNSWICK AND STANBERRY—18th District

Westward Trains

			SECOND CLASS		FIRST CLASS	Distance from St. Louis	Time Table No. 20 In Effect June 2, 1940 STATIONS		Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	Eastward Trains FIRST CLASS		SECOND CLASS					
			191	95	11						14		96	92				
			Red Ball Freight	Red Ball Freight	Omaha Limited						St. Louis Limited		Red Ball Freight	Red Ball Freight				
			Daily	Daily	Daily						Daily		Daily	Daily				
			PM	AM	AM						AM		PM	AM				
.....	.....	.....	3.55	7.15	..... $12.16	186.1		DN BRUNSWICK WC	685	E 116 W 113	S 3.52	.....	3.05	3.52	.....	.....	.....	.....
								7.3										
.....	.....	.....	4.12	7.35	..... 12.29	193.4		D TRIPLETT	821	24	3.37	.....	1.54	3.20	.....	.....	.....	.....
								11.4										
.....	.....	.....	4.36	8.00	..... 12.44	204.8		D SUMNER	824	28	3.20	.....	1.25	2.55	.....	.....	.....	.....
								5.4										
.....	.....	.....	4.49	8.15	..... 12.52	210.7		FOUNTAIN GROVE	825	23	3.10	.....	1.10	2.40	.....	.....	.....	.....
								3.7										
.....	.....	.....	4.58	8.25	..... 12.58	213.9		BEDFORD	826	65	3.04	.....	12.58	2.32	.....	.....	.....	.....
								5.2										
.....	.....	.....	5.10	8.37	....	219.1		NORVILLE	827	21	.....	.....	12.45	.....	.....	.....	.....	.....
								5.2										
.....	.....	.....	5.25	9.43	..... S 1.19	224.3		DN CHILLICOTHE W	829	49	S 2.49	.....	12.30	2.10	.....	.....	.....	.....
								8.3										
.....	.....	.....	5.45	10.02	..... 1.34	233.1		D SAMPSEL	831	30	2.29	.....	11.30	1.50	.....	.....	.....	.....
								4.3										
.....	.....	.....	5.55	10.12	..... 1.40	237.4		D LOCK SPRINGS	833	77	2.22	.....	11.15	1.40	.....	.....	.....	.....
								3.8										
.....	.....	.....	6.05	10.20	..... 1.45	241.2		CARLOW	835	30	2.16	.....	11.00	1.30	.....	.....	.....	.....
								8.3										
.....	.....	.....	6.25	10.40	..... S 2.04	249.5		2S GALLATIN	837	50	S 2.04	.....	10.40	1.10	.....	.....	.....	.....
								6.7										
.....	.....	.....	6.40	10.57	..... 2.19	256.2		JAMESON	839	27	1.54	.....	10.22	12.55	.....	.....	.....	.....
								9.5										
.....	.....	.....	7.02	11.20	..... S 2.44	265.7		D PATTONSBURG WC	841	33	S 1.38	.....	10.00	12.30	.....	.....	.....	.....
								7.1										
.....	.....	.....	7.27	12.01	..... 3.00	272.8		D MCFALL	556	27	1.22	.....	9.45	12.15	.....	.....	.....	.....
								5.5										
.....	.....	.....	7.47	12.20	..... 3.08	278.3		WHITTEN	557	24	1.14	.....	9.27	12.04	.....	.....	.....	.....
								3.5										
.....	.....	.....	7.57	12.35	..... 3.14	281.8		EVONA	558	25	1.06	.....	8.59	11.54	.....	.....	.....	.....
								3.4										
.....	.....	.....	8.09	12.50	..... 3.23	285.2		D DARLINGTON	559	.....	12.58	.....	8.49	11.44	.....	.....	.....	.....
								8.4										
.....	.....	.....	9.30 PM	1.40 PM	..... 3.37 AM	293.6		DN STANBERRY W	561	27	12.45 AM	.....	8.30 AM	11.25 PM	.....	.....	.....	.....
			Daily	Daily	Daily						Daily		Daily	Daily				
			5:35 19.3	6:25 16.8	3:21 32.1		....Scheduled Time.... .Average Miles an Hour.				3:07 34.5		6:35 16.3	4:27 24.1				

No. 11 stop on signal at Triplett, Sumner, Fountain Grove, Sampsel, Lock Springs, Jameson, McFall, Evona and Darlington to receive or discharge paying passengers; at Jameson, McFall, Evona and Darlington to receive or discharge mail, baggage or express.

No. 14 stop on signal at Darlington, Evona, McFall, Jameson, Lock Springs, Sampsel, Fountain Grove, Sumner and Triplett to receive or discharge paying passengers; at Evona Tuesday, Wednesday, Thursday, Friday and Saturday to receive U. S. Mail. At Jameson, Lock Springs, Sampsel, Sumner and Triplett to receive or discharge parcel post, baggage or express.

GLASGOW BRANCH—17th District

WEST WARD FIRST CLASS 31 Mixed Mon. Wed. Fri.	Distance from St. Louis	Time Table No. 20 In Effect June 2, 1940 STATIONS		Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	EAST WARD FIRST CLASS 30 Mixed Mon. Wed. Fri.
AM						AM
8.30	168.1	DN SALISBURY W		679	.....	11.40
		5.5				
f 8.50	173.6	SHANNONDALE		803	7	f11.21
		1.0				
f 8.55	174.6	OIL CITY		804	4	f11.19
		2.3				
f 9.05	176.9	FOREST GREEN		805	6	f11.14
		4.1				
f 9.20	181.0	LEWIS MILL		807	7	f11.04
		2.2				
9.30 AM	183.2	GLASGOW		809	16	11.00 AM
Mon. Wed. Fri.						Mon. Wed. Fri.
1:00		..... Scheduled Time.....				:40
15.1		....Average Miles an Hour.....				22.6

ADJUSTED TONNAGE RATING

	Moberly to Brunswick				Brunswick to Kansas City			
Car Factor	5				25			
Class	A	B	C	D	A	B	C	D
M-1	4190	3875	3595	3330	8065	7275	6560	6110
K-3-4-B	4050	3750	3475	3220	8065	7275	6560	6110
K-3-4	3680	3400	3160	2925	7075	6380	5755	5360
K-2	3050	2820	2620	2420	6100	5500	4950	4620
K-1	2760	2575	2385	2230	5400	4870	4395	4100
G-1	2130	1980	1860	1750	4310	3855	3510	3175

	Kansas City to Brunswick				Brunswick to Moberly			
Car Factor	25				5			
Class	A	B	C	D	A	B	C	D
M-1	9100	7950	7170	6720	4300	3840	3480	3130
K-3-4-B	9100	7950	7170	6720	3850	3580	3350	3130
K-3-4	7985	6975	6295	5895	3510	3260	3050	2850
K-2	6900	6030	5440	5090	3000	2790	2610	2430
K-1	6100	5330	4810	4500	2470	2305	2130	1960
G-1	4900	4255	3860	3570	1930	1810	1665	1545

STANBERRY AND OMAHA—19th District

Time Table No. 20

In Effect June 2, 1940

Westward Trains							Distance from St. Louis	STATIONS	Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine & caboose	Eastward Trains						
			SECOND CLASS		FIRST CLASS						FIRST CLASS			SECOND CLASS			
			95	191		11					14			96	92		
			Red Ball Freight	Red Ball Freight		Omaha Limited					St. Louis Limited			Red Ball Freight	Red Ball Freight		
			Daily	Daily		Daily					Daily			Daily	Daily		
			PM	AM		AM					AM			AM	PM		
			2.15	12.50		3.42	293.6	DN STANBERRY W	561	27	12.40			8.00	11.05		
								8.5									
			2.38	1.09		3.57	302.1	CLYDE	562	30	12.23			7.10	10.45		
								1.3									
			2.43	1.19	S	4.09	303.4	DN CONCEPTION	563	32	S12.20			7.05	10.42		
								5.8									
			2.58	1.39		4.19	309.2	BEDISON	564	18	12.04			6.50	10.29		
								8.2									
			3.20	1.59	S	4.37	317.4	N MARYVILLE W	565	18	S11.50			6.30	10.13		
								6.3									
						4.49	323.7	WILCOX	....								
								6.9									
			3.58	2.39	S	5.02	330.6	D BURL'GTONJC WC	568	35	S11.23			5.45	9.45		
								6.1									
			4.15	3.04		5.20	336.7	ELMO	570	22	11.12			5.20	9.34		
								7.3									
			4.38	3.39		5.35	344.0	D BLANCHARD	571	33	f10.59			4.30	9.17		
								5.4									
			4.50	4.10	S	5.45	349.4	COIN	572	34	f10.50			4.10	9.07		
								7.5									
			5.11	4.30		5.57	356.9	BINGHAM	573	30	10.37			3.45	8.52		
								5.0									
			5.40	5.10	S	6.12	361.9	DN SHENANDOAH W	574	31	S10.27			3.20	8.37		
								8.9									
			6.12	5.40		6.32	370.8	D IMOGENE	576	29	10.00			2.35	8.10		
								2.2									
								SOLOMON	....								
								4.6									
			6.30	6.00		6.46	377.6	STRAHAN	578	40	9.49			2.12	7.54		
								2.7									
							380.3	WHITE CLOUD W	579								
								4.1									
			6.50	6.25	S	7.00	384.4	D MALVERN	580	24	S 9.35			1.50	7.38		
								8.0									
			7.24	6.45		7.15	392.4	D SILVER CITY	581	27	f 9.21			1.25	7.24		
								4.3									
			7.50	7.05		7.28	396.7	D MINEOLA	582	26	f 9.13			1.01	7.12		
								3.8									
			8.20	7.20		7.36	400.5	DUMFRIES	583	20	9.06			12.49	7.06		
								5.1									
			8.55	7.48		7.48	405.6	NEOGA	584	23	8.55			12.24	6.52		
								2.6									
			9.15	8.05		7.53	408.2	DN E. SWITCH WC	588	.....	8.51			12.15	6.45		
								1.9									
			PM	AM	S	8.10	410.1	COUNCIL BLUFFS	585	.....	S 8.42			AM	PM		
								2.8									
						8.30 AM	412.9	DN OMAHA	586	.....	8.30 PM						
			Daily	Daily		Daily					Daily			Daily	Daily		
			7:00	7:15		4:48		....Scheduled Time....			4:10			7:45	4:20		
			16.4	15.8		24.8		Average Miles an Hour.			28.6			14.8	26.4		

No. 11 stop on signal at Clyde, Wilcox, Elmo, Blanchard, Imogene, Strahan, Silver City and Mineola to receive or discharge paying passengers, parcel post and express.

No. 14 stop on signal at Strahan and Elmo to discharge paying passengers from Council Bluffs or beyond, or to receive paying passengers for Chillicothe or beyond, at Imogene and Clyde to receive or discharge paying passengers, parcel post and express and at Bedison to receive or discharge parcel post.

ADJUSTED TONNAGE RATING

	Brunswick to Stanberry Double Pattonsburg to McFall				Stanberry to Chillicothe Double Evona to Whitten				Chillicothe to Brunswick				Stanberry and Shenandoah				Shenandoah and East Switch				
Car Factor	5				5				7				4				3				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
K-1-2	2720	2520	2330	2160	2500	2310	2150	1990	3520	3190	2920	2650									K-1-2
G-1	2145	1985	1840	1705	1970	1820	1690	1560	2750	2500	2280	2070	1160	1100	1045	985	1040	990	945	895	G-1
I-2													925	875	830	785	835	795	760	725	I-2

MOBERLY AND MOULTON—15th District

Westward Trains

THIRD CLASS	SECOND CLASS		FIRST CLASS		Distance from St. Louis	Time Table No. 20 In Effect June 2, 1940 STATIONS	Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose
99	95		11					
Local Freight	Red Ball Freight		Des Moines Limited					
Mon. Wed. Fri.	Daily		Daily					
AM	AM		PM					
7.00	3.30		11.30		147.1	DN MOBERLY WC	673	
						6.6		
7.17	3.45		11.42		153.7	CAIRO	727	60
						5.4		
7.32	4.00		11.51		159.1	D JACKSONVILLE	729	27
						3.1		
7.42	4.10		11.58		162.2	EXCELLO	731	13
						7.5		
8.15	4.27		S12.10		169.7	2S MACON W	733	59
						5.7		
			12.18		175.4	AXTELL	734	
						6.1		
8.45	4.55		12.27		181.5	D ATLANTA	735	65
						8.7		
9.15	5.20		S12.43		190.2	2S LA PLATA	739	65
						7.0		
9.30	5.40		12.54		197.2	MILLARD C	741	58
						7.2		
10.30	6.05		S 1.07		204.4	2S KIRKSVILLE W	743	56
						7.5		
					211.9	SUBLETTE		
						3.1		
11.10	6.34		1.28		215.0	D GREEN TOP	747	21
						4.3		
11.25	6.47		S 1.37		219.3	D QUEEN CITY	749	61
						4.5		
					223.8	JULESBURG	750	
						4.5		
11.50	7.14		S 1.53		228.3	GLENWOOD	751	16
						1.1		
11.55	7.17		1.56		229.4	GLENWOOD JCT.	753	31
						5.2		
12.15	7.34		2.07		234.6	COATESVILLE	755	63
						7.8		
1.30 PM	8.10 AM		2.22 AM		242.4	DN MOULTON WC	757	61
Mon. Wed. Fri.	Daily		Daily					
6:30	4:40		2:57			.....Scheduled Time.....		
14.7	20.4		32.3			.Average Miles an Hour.		

Eastward Trains

FIRST CLASS	SECOND CLASS		
14	96	98	
St. Louis Limited	Red Ball Freight	Red Ball Freight	
Daily	Daily Except Sun.	Daily	
AM	PM	PM	
3.05	3.45	11.10	
2.47	3.20	10.30	
2.37	3.00	10.18	
2.32	2.50	10.10	
S 2.20	2.30	9.55	
2.05			
1.52	1.55	9.29	
S 1.37	1.30	9.07	
1.22	1.00	8.52	
S 1.07	12.40	8.37	
12.51	11.40	8.14	
S12.44	11.25	8.04	
12.30	11.00	7.44	
12.27	10.50	7.41	
12.18	10.35	7.28	
12.05 AM	10.15 AM	7.10 PM	
Daily	Daily Except Sun.	Daily	
3:00	5:30	4:00	
31.8	17.3	23.8	

No. 11 stop on signal at stations on 15th District, not covered by regular stops, to receive or discharge paying passengers; at Green Top, and Coatesville to receive or discharge parcel post or express and will reduce to 25 miles an hour at Coatesville to discharge U. S. mail.

No. 14 stop on signal at stations on 15th District, not covered by regular stops to receive or discharge paying passengers and at Coatesville, Glenwood, and Green Top to receive or discharge parcel post and express.

MOULTON AND OTTUMWA—16th District

Westward Trains

THIRD CLASS			FIRST CLASS	Distance from St. Louis	Time Table No. 20 In Effect June 2, 1940 STATIONS	Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose
71	37	33					
Local Freight	C.B.&Q. Freight	C.B.&Q. Psgr.					
Daily Except Sun.	Sun. Tues. Thurs.	Daily Except Sun.					
AM	AM	PM					
9.15				242.4	DN MOULTON WC	757	
					0.3		
9.17	8.50	6.58		242.7	MOULTON JCT.	758	
					6.9		
S 9.37	9.10	7.13		249.6	D WEST GROVE	759	19
					7.0		
S 9.55	9.30	7.30		256.6	BLOOMFIELD JCT.		
					0.5		
S10.05	AM	PM		257.1	D BLOOMFIELD W	761	11
					5.2		
S10.20				262.3	D BELKNAP	763	
					5.9		
f10.35				268.2	CARBON	765	16
					8.8		
S11.05				277.0	SO. OTTUMWA W		52
					0.9		
11.35 AM				277.9	D OTTUMWA	767	
Daily Except Sun.	Sun. Tues. Thurs.	Daily Except Sun.					
2:20	:40	:32			.....Scheduled Time.....		
15.2	20.8	26.1			.Average Miles an Hour.		

Eastward Trains

FIRST CLASS	THIRD CLASS	
32	38	70
C.B.&Q. Psgr.	C.B.&Q. Freight	Local Freight
Daily Except Sun.	Mon. Wed. Fri.	Daily Except Sun.
AM	PM	PM
		3.00
10.40	4.00	2.55
10.25	3.35	S 2.30
10.05	3.10	S 2.00
AM	PM	S 1.57
		S 1.37
		f 1.17
		12.47
		12.45 PM
Daily Except Sun.	Mon. Wed. Fri.	Daily Except Sun.
:35	:50	2:15
23.8	16.7	15.8

No. 71 and No. 70 carry passengers.

MOULTON AND DES MOINES—16th District

Westward Trains

THIRD CLASS	SECOND CLASS	FIRST CLASS			Distance from St. Louis	Time Table No. 20 In Effect June 2, 1940 STATIONS	Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose
99	81	95	179	27	11				
Local Freight	C.B.&Q. Freight	Red Ball Freight	C.B.&Q. Psgr.	C.B.&Q. Psgr.	Des Moines Limited			
Daily Except Sun.	Daily Except Sat.	Daily	Daily	Daily	Daily			
AM		AM			AM			
9.00	.....	8.20	.....	.....	2.24	242.4 DN MOULTON WC	757	61
						7.5		
9.15	.....	8.35	.....	.....	**2.36**	249.9 UDELL	775	45
						5.5		
.....	.....	.....	.....	.....	2.43	255.4 HIATTSVILLE	776	.....
						4.2		
9.35	.....	8.54	.....	.....	2.50	259.6 D MORAVIA	777	.....
						6.4		
9.47	.....	9.06	.....	.....	2.58	266.0 SELECTION	781	34
						4.6		
10.07	PM	9.25	PM	AM	S 3.10	270.6 DN ALBIA-M&StL W	783	.....
						0.8		
10.12	10.15	9.30	6.30	9.20	3.25	271.4 DN ALBIA-CB&Q	....	.....
						3.9		
10.27	10.30	9.45	6.36	9.26	3.35	275.3 SHEAHAN	784	70
						5.7		
10.40	**10.48**	9.55	S 6.44	S 9.35	3.47	281.0 D LOVILIA	785	.....
						2.3		
10.57	11.00	10.00	S 6.49	S 9.40	3.52	283.3 HAMILTON	787	42
						2.6		
11.15	11.10	10.05	S 6.54	S 9.45	3.57	285.9 D BUSSEY	789	60
						5.3		
11.35	11.35	10.22	7.05	9.54	4.09	291.2 2S TRACY C	791	29
						3.6		
11.45	PM	10.32	PM	AM	4.16	294.8 HARVEY W	843	24
						5.0		
.....	.....	.....	.....	.....	.....	299.8 HOWELL	845	.....
						4.9		
12.00	.....	10.57	.....	.....	4.36	304.7 FIFIELD	847	29
						3.0		
12.10	.....	.....	.....	.....	4.42	307.7 CORDOVA	849	7
						3.7		
12.40	.....	11.12	.....	.....	4.50	311.4 D DUNREATH	851	27
						5.5		
1.00	.....	11.24	.....	.....	5.02	316.9 PERCY	853	26
						6.4		
1.20	.....	11.36	.....	.....	S 5.16	323.3 D RUNNELLS	857	31
						4.4		
.....	.....	.....	.....	.....	.....	327.7 ADELPHI	....	....
						6.9		
2.20	.....	11.58	.....	.....	5.39	334.6 McCOY	860	59
						2.7		
2.30	.....	12.06	.....	.....	5.45	337.3 E. 18TH. ST. W	....	.....
						1.9		
2.45	.....	12.30	.....	.....	6.00	339.2 DN DES MOINES WC	865	.....
PM		PM			AM			
Daily Except Sun.	Daily Except Sat.	Daily	Daily	Daily	Daily			
5:45	1:20	4:10	:35	:34	3:36	. . . Scheduled Time . . .		
16.8	14.8	23.2	34.0	34.9	26.9	. Average Miles an Hour.		

Eastward Trains

FIRST CLASS				SECOND CLASS			
178	28	14		98	82	96	
C.B.&Q. Psgr.	C.B.&Q. Psgr.	St. Louis Limited		Red Ball Freight	C.B.&Q. Freight	Red Ball Freight	
Daily	Daily	Daily		Daily	Daily Except Sun.	Daily Except Sun.	
		AM		PM		AM	
.....	.....	12.03	.....	6.45	.....	3.10	.....
.....	.....	11.50	.....	6.30	.....	**2.36**	.....
.....	.....	11.40	.....	.....	.....	.....	.....
.....	.....	11.33	.....	6.12	.....	1.51	.....
.....	.....	11.23	.....	6.00	.....	1.35	.....
AM	PM	S11.15	.....	5.45	PM	1.15	.....
11.20	8.35	11.04	.....	5.15	5.55	1.10	.....
11.12	8.25	10.57	.....	5.00	5.23	12.45	.....
S11.02	S 8.18	**10.48**	.....	4.44	5.07	12.27	.....
S**10.57**	f 8.14	10.44	.....	4.37	5.00	12.17	.....
S10.52	S 8.10	10.40	.....	4.31	4.50	12.10	.....
10.42	7.58	10.29	.....	4.15	4.35	11.50	.....
AM	PM	10.21	.....	4.03	PM	11.33	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	10.02	.....	3.37	.....	11.08	.....
.....	.....	9.57	.....	3.29	.....	11.00	.....
.....	.....	9.51	.....	3.18	.....	10.50	.....
.....	.....	9.42	.....	3.03	.....	10.35	.....
.....	.....	9.32	.....	2.49	.....	10.21	.....
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	9.12	.....	**2.20**	.....	9.50	.....
.....	.....	9.07	.....	2.00	.....	9.40	.....
.....	.....	9.00	.....	1.45	.....	9.10	.....
		PM		PM		PM	
Daily	Daily	Daily		Daily	Daily Except Sun.	Daily Except Sun.	
:38	:37	3:03		5:00	1:20	6:00	
31.3	32.1	31:7		19.4	14.8	16.1	

No. 11 stop on signal at Udell and Moravia to receive paying passengers for Des Moines; at Moravia to discharge paying passengers from stations east or west of Moberly, and at other stations Albia to Adelphi not covered with regular stops to receive or discharge passengers, parcel post and express.

No. 14 stop on signal at Runnells, Percy, Dunreath, Cordova, Howell, Harvey, Tracy, Bussey, Lovilia and Moravia to discharge paying passengers from Des Moines or to receive paying passengers for stations east of Albia and at stations between Albia and Moberly to discharge paying passengers from stations west of Albia.

ADJUSTED TONNAGE RATING

	Moulton to Tracy				Tracy to Des Moines				Des Moines to Albia Double Bussey Hill				Albia to Moulton			
Car Factor	8				8				5				11			
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
K-1-2	4020	3590	3255	2925	3440	3070	2790	2510	3540	3270	3040	2810	4260	3640	3220	2850
G-1	3100	2770	2510	2255	2670	2385	2160	1945	2800	2590	2400	2220	4100	3505	3090	2750
I-2	2460	2200	1990	1790	2120	1890	1720	1540	2080	1920	1780	1650	3300	2820	2490	2210

	Moberly to Moulton				Moulton to Moberly				Moulton to Bloomfield Bloomfield Jct. to Moulton				Bloomfield & Ottumwa			
Car Factor	8				8				5				3			
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D
K-1-2	4080	3640	3305	2970	4230	3775	3430	3080	.....	.....	.....	.....	.....	.....	.....	.....
G-1	3145	2810	2550	2290	3255	2905	2635	2370	.....	.....	.....	.....	.....	.....	.....	.....
I-2	2210	1975	1790	1610	2285	2040	1850	1665	1420	1310	1250	1175	740	710	675	640

GENERAL INSTRUCTIONS

The rules of the Transportation Department issued in book form, dated June 1st, 1922, will govern the rights of trains on this time table. Every employee whose duties are in any way prescribed by these rules must always have a copy of them at hand.

Note carefully that important changes have been made.

The officers of this Company direct that the time table, book of rules, general orders and general notices must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward trains are superior to westward trains of the same class, in accordance with Rule S-72.

Trainmasters must require acknowledgment from every conductor and engineman of the receipt of a new time table before they are permitted to start out on their run with any train or engine after it has taken effect.

A train must not leave its initial station on any district, or other stations prescribed by special instructions, without receiving clearance card of proper form. If train dispatcher cannot be reached, the operator may issue clearance card, when no orders. Following are initial stations under this rule: St. Louis, Luther, Moberly, Outer Depot, Moulton, C. B. & Q. Station Albia, Tracy when operator on duty, Des Moines, Brunswick, North Kansas City, Kansas City, Stanberry and East Switch.

YARD LIMIT RULES S-93 AND D-93 (Revised)

Yard limits are designated by "Yard Limit" boards and under special instructions in time table.

Within yard limits the main track may be used protecting against first class trains. Second and third class and extra trains, including passenger extras, engines or motors, must move within yard limits prepared to stop unless the main track is seen or known to be clear.

First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

NOTES TO RULES S-93 AND D-93

Interpretation placed on "seen or known to be clear" is that trains, engines or motors affected will be operated within yard limits to stop within range of vision.

SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

All trains will reduce speed around sharp curves.

Following is Maximum Speed of Trains
Passenger Trains

12th District

50 miles an hour, or 1 mile in 1 minute 12 seconds.

40 miles an hour, or 1 mile in 1 minute 30 seconds with engines equipped with single engine trucks.

14th District

75 miles an hour, or 1 mile in 48 seconds, 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds, 90 pound rail, tangent track.

60 miles an hour, or 1 mile in 1 minute with Class M-1 or O-1 engines.

50 miles an hour, or 1 mile in 1 minute 12 seconds with engines equipped with single engine trucks.

15th & 16th Districts

50 miles an hour, or 1 mile in 1 minute 12 seconds.

40 miles an hour, or 1 mile in 1 minute 30 seconds with engines equipped with single engine trucks.

17th District

75 miles an hour, or 1 mile in 48 seconds, 110-112 pound rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds, 90 pound rail, tangent track.

60 miles an hour, or 1 mile in 1 minute with Class M-1 or O-1 engines.

50 miles an hour, or 1 mile in 1 minute 12 seconds with engines equipped with single engine trucks.

18th District

50 miles an hour, or 1 mile in 1 minute 12 seconds.

40 miles an hour, or 1 mile in 1 minute 30 seconds with engines equipped with single engine trucks.

19th District

45 miles an hour, or 1 mile in 1 minute 20 seconds.

35 miles an hour, or 1 mile in 1 minute 42 seconds with engines equipped with single engine trucks.

All Districts

Passenger trains handling freight cars will be governed same as Red Ball Freight Trains.

RED BALL FREIGHT, LOCAL, LIVE STOCK AND MIXED TRAINS OR LIGHT ENGINES AND TRAINS

12th District

40 miles an hour, or 1 mile in 1 minute 30 seconds.

14th District

50 miles an hour, or 1 mile in 1 minute 12 seconds.

15th & 16th Districts

40 miles an hour, or 1 mile in 1 minute 30 seconds.

17th District

50 miles an hour, or 1 mile in 1 minute 12 seconds.

18th District

40 miles an hour, or 1 mile in 1 minute 30 seconds.

19th District

35 miles an hour, or 1 mile in 1 minute 42 seconds.

DEAD FREIGHT TRAINS

All Districts

30 miles an hour, or 1 mile in 2 minutes.

Freight engines running backward (except when regularly equipped for back-up service) will not exceed 25 miles an hour.

Switch engines will not exceed 20 miles an hour.

Branch Trains

On the Columbia Branch, passenger trains will not exceed 35 miles an hour, mixed trains 30 miles an hour and freight trains 25 miles an hour.

On the Ottumwa Branch, passenger trains will not exceed 30 miles an hour, mixed and freight trains 25 miles an hour.

On the Glasgow Branch, passenger and mixed trains will not exceed 30 miles an hour, freight trains 25 miles an hour.

Engines backing up (equipped for back-up service or not) will not exceed 20 miles an hour on all branches.

ENGINES HANDLED IN TRAINS

Engines must not be handled in trains without side rods in position, except under special instructions in each case.

Wabash switch engines hauled in trains must be moved backward.

The speed of trains hauling dead engines will not exceed 20 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS

Speed of trains handling following work equipment will not exceed 25 miles an hour:

Pile driver.
American ditcher.
Rail unloader.
Jordan spreader ditcher.
Scale test car.
Cranes, wrecking or traveling.
Steam shovel and other similar equipment.

Work equipment must be placed in trains next ahead of caboose.

Note: These instructions do not apply to wrecking derricks when they are handled in wreck train service.

SPEED OF DISCONNECTED ENGINES

Engines, under steam, disconnected on one side, with only main rod taken down, will not exceed 35 miles an hour.

SPECIAL INSTRUCTIONS

12th District

Clocks indicating standard time are located in telegraph offices at Moberly passenger station, Moberly yard office, Moberly round house Outer Depot and Hannibal Round House.

Trains between Outer Depot, and Union Depot, Hannibal, will be governed by Decatur Division time table and special instructions.

Conductors will register at Moberly passenger station, Moberly yard office and Outer Depot.

First class trains will register at Moberly passenger station. All other trains will register at yard office. All trains will examine register at Moberly passenger station unless given clearance by train dispatcher.

At Outer Depot first class trains will register by throwing off O. S. slip to operator.

All trains will not exceed 15 miles an hour through main track turnouts.

Passenger trains will not exceed 25 miles an hour, freight trains 20 miles an hour, between mile posts 32 and 34 between Clapper and Stoutsville and around curve at mile post 36 west of Stoutsville water tank.

Yard limits at Moberly and Outer Depot are designated by "Yard Limit" boards.

14th District and St. Louis Terminal

Clocks indicating standard time are located in telegraph offices at Moberly passenger station, Moberly yard office, Moberly round house, St. Louis Union Station, Vandeventer yard office, Ferguson and Luther.

The line between Page Avenue Jct. and Grand Avenue, will be operated as double track in accordance with the rules.

Trains and engines will be governed by the Terminal Railroad Association rules east of Grand Ave. and elsewhere, while operating over their tracks.

On double track between Grand Avenue and Page Avenue Jct., extra trains will move with current of traffic without train orders.

All train and enginemen will be under the supervision of the Superintendent of Terminals between Robertson and St. Louis.

Conductors will register at St. Louis Union Station, Page Avenue Jct., Ferguson, Luther, Moberly passenger station and Moberly yard office.

At Page Avenue Jct., all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register, unless given clearance by train dispatcher.

At Ferguson, all through trains will register by throwing off O. S. slip to operator. All trains affected will examine the register, unless given clearance by train dispatcher.

First class trains will register at Moberly passenger station. All other trains will register at yard office. All trains will examine register at Moberly passenger station unless given clearance by train dispatcher.

Conductors on Columbia Branch will register at Columbia and Centralia.

All eastward trains will not exceed twenty (20) miles an hour between home signals at interlocking plant M.-K. & T. Ry. crossing Moberly, moving on main or auxiliary tracks.

All trains will not exceed 10 miles an hour passing through interlocking limits at Grand Avenue.

Eastward trains not scheduled to stop at Vandeventer will not exceed 15 miles an hour passing station.

All trains will not exceed 15 miles an hour through main track turnouts except Moberly Division trains will not exceed 25 miles an hour through No. 20 turnout end of double track Page Ave. Jct. and all trains from and to West Belt will not exceed 15 miles an hour through turnouts Page Ave. Jct.

Trains not stopping at Ferguson will not exceed 50 miles an hour passing the station.

Operation over North Main track between Kinloch Park and west end of passing track located 1800 feet west of Ferguson Station will be permitted only as authorized by train order.

All trains will not exceed 30 miles an hour over Missouri River Bridge No. 59 and approaches at St. Charles.

Passenger trains will not exceed 50 miles an hour and freight trains 40 miles an hour around curve west end of Perruque Bridge two miles east of Gilmore.

Passenger trains will not exceed 60 miles an hour and freight trains 40 miles an hour between Mile Post 107.5 located 2.5 miles east of Mexico and Mile Post 111.6 located 1.4 miles west of Mexico.

Yard limits at Moberly, Centralia, Columbia, Mexico, St. Charles, Ferguson, Jennings—Luther, Page Ave. Jct.,—Delmar and Vandeventer are designated by "Yard Limit" boards

Eastward yard limit boards governing Delmar Switching District are located 1.5 miles west of Page Avenue Junction on U. D. Line and 300 feet west of Page Avenue Junction on Terminal West Belt and westward yard limit boards located 200 feet east of Delmar Avenue.

Eastward yard limit board governing Vandeventer switching district is located 150 feet west of Forest Park tunnel.

Westward yard limit boards at 23rd Street and Grand Avenue interlocking tower.

Yard limit board governing Baden and Luther located 800 feet west of Jennings Station.

Same limits to apply when moving against current of traffic.

15th District

Clocks indicating standard time are located in telegraph offices at Moberly passenger station, Moberly yard office, Moberly round house and Moulton.

Conductors will register at Moberly passenger station, Moberly yard office and Moulton.

At Moulton, first class trains will register by throwing off O. S. slip to operator.

At Moberly first class trains will register at passenger station. All other trains will register at yard office. All trains will examine register at passenger station unless given clearance by train dispatcher.

All trains will not exceed 10 miles an hour through main track turnouts.

Yard limits at Moberly, Kirksville and Moulton are designated by "Yard Limit" boards.

16th District

Clocks indicating standard time are located in telegraph offices at Moulton, Ottumwa and Des Moines.

Trains will be governed by the time table and rules of the Des Moines Union Ry. between Chesterfield and Des Moines and by the time table and rules of the M. & St. L. R. R. while on their tracks at Albia.

Conductors will call at the telegraph office Union Station, Des Moines, for orders.

C. B. & Q. trains will be governed by the time table and rules of the Wabash Ry. between Bloomfield Junction and Moulton Junction and between Albia and Tracy.

At Belknap, Moravia and Tracy interlocking plants all trains will not exceed twenty (20) miles an hour between home signals.

At Albia, C. B. & Q. interlocking plant, all trains will not exceed fifteen (15) miles an hour between home signals.

No train order signal at Tracy and C. B. & Q. station at Albia.

Conductors will register at Moulton, C. B. & Q. station at Albia, Tracy, Des Moines, Bloomfield Jct., and Ottumwa.

At Moulton, Wabash first class trains will register by throwing off O. S. slip to operator.

At Albia all Wabash trains will register, C. B. & Q. station by throwing off O. S. slip to Operator. All trains affected will examine register unless given clearance by train dispatcher.

At Tracy all trains will register by throwing off O. S. slip to Operator, except when no Operator on duty, conductors will register on train register maintained in waiting room of station. All trains affected will examine register unless given clearance by train dispatcher.

The register at Bloomfield Junction will be maintained in a box locked with switch locks.

All trains will not exceed 10 miles an hour through main track turnouts.

All trains will not exceed 15 miles an hour around curve at C. B. & Q. Junction Albia, ten miles an hour around curve between D. street, Albia and Bridge 0.24. Ten miles an hour over Highway Crossing mile post 0.5.

Passenger trains will not exceed 40 miles an hour and Wabash trains with class K-2 or larger engines will not exceed 30 miles an hour between C. B. & Q. Mile Post 0.5, located 0.5 miles west of Albia and C. B. & Q. Mile Post 10.75 located 0.76 mile east of Hamilton.

It will be permissible to operate C. B. & Q. Class O-3 engines over joint track between Albia, Iowa, and Tracy, Iowa, at a speed not to exceed thirty (30) miles an hour.

Engines with or without cars will not exceed 15 miles an hour on Tracy mine lead except that 10 miles an hour must not be exceeded around first curve west of C. B. & Q. main track switch.

All trains will not exceed 15 miles an hour between Mile Post 319.2 and Mile Post 319.5 two miles west of Percy.

Yard limits at Moulton, Ottumwa, Albia-M.&St.L.-C.B.&Q., Tracy, Harvey water tank and McCoy are designated by "Yard Limit" boards.

17th District

Clocks indicating standard time are located in telegraph offices at Moberly passenger station, Moberly yard office, Moberly round house, North Kansas City yard office and Kansas City Union Station.

The line between Moberly and Huntsville, Salisbury and Brunswick, Birmingham and Birmingham Junction, will be operated as double track in accordance with the rules.

Conductors will register at Moberly passenger station, Moberly yard office, Huntsville, Salisbury, Glasgow, Brunswick, Carrollton Junction, Camden Junction, Birmingham, North Kansas City and Kansas City Union Station.

First class trains will register at Moberly passenger station and will register at Moberly yard office by throwing off O. S. slip to operator. All other trains will register at yard office.

At Huntsville, all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register unless given clearance by train dispatcher.

At Salisbury, all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register unless given clearance by train dispatcher.

At Brunswick all trains will register by throwing off O. S. slip to operator. All trains affected will examine register unless given clearance by train dispatcher.

At Carrollton Junction, all trains will register by throwing off O. S. slip to operator. All eastward trains affected will examine register unless given clearance by train dispatcher.

At Camden Junction, all trains will register by throwing off O. S. slip to operator. All westward trains affected will examine register unless given clearance by train dispatcher.

At Birmingham Jct., all trains will register by throwing off O. S. slip to operator at Birmingham. All eastward trains affected will examine register unless given clearance by train dispatcher.

At Kansas City, conductors on first class trains call at Union Station for orders. Conductors on other trains call at yard office North Kansas City for orders.

Trains and engines will be governed by the joint time table and rules of the C. B. & Q. R. R. and the Wabash Ry. between Birmingham and St. Louis Ave. Tower, Kansas City.

Trains and engines will be governed by Kansas City Terminal time table and rules between St. Louis Avenue Tower and Union Station.

All trains using turnout at end of double track at Huntsville will not exceed 50 miles an hour in either direction on either track.

All trains using turnouts at end of double track at Salisbury, Brunswick and Birmingham Junction will not exceed 25 miles an hour and 15 miles an hour through all other main track turnouts and cross overs.

All Eastward trains will not exceed 50 miles an hour through spring switch at end of double track at Birmingham Junction.

Yard Limits at Moberly and Brunswick are designated by "Yard Limit" boards

18th District

Clock indicating standard time is located in telegraph office at Stanberry.

Conductors will register at Brunswick and Stanberry.

At Brunswick, all trains will register by throwing off O. S. slip to operator when given clearance by train dispatcher. All trains affected will examine register unless given clearance by train dispatcher.

All trains will not exceed 10 miles an hour through main track turnouts except 20 miles an hour through No. 15 turnout Junction 18th district Brunswick.

All trains will not exceed 10 miles an hour while engine is on span of bridge 969, located 1.5 miles west of Evona.

It will not be permissible to run engines of any class coupled over span of bridge 969 located 1.5 miles west of Evona.

All trains must pass distant signals at Gallatin interlocking plant at such a speed that train can be brought to a stop before reaching home signal.

Eastward passenger trains will not exceed 40 miles an hour and eastward freight trains 30 miles an hour between Mile Post 267.75, located 1.1 miles west of Pattonsburg, and Mile Post 271.5, located 4.85 miles west of Pattonsburg.

All eastward trains must pass distant signal at Chillicothe interlocking plant at such a speed that train can be brought to a stop before reaching home signal.

Yard limits at Brunswick, Chillicothe and Stanberry are designated by "Yard Limit" boards.

19th District

Clocks indicating standard time are located in telegraph offices at Stanberry, East Switch and Omaha Union Station.

Conductors will register at Stanberry and East Switch.

At East Switch, all first class trains will register by throwing off O. S. slip to operator.

Between U. P. transfer (Council Bluffs) and Omaha Union Station, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.

All engines will not exceed 6 miles an hour around curves just east of C. M. St. P. & P. cross over 17th Street, Council Bluffs.

All trains proceed with caution between East Switch and junction switch of Wabash with C. M. St. P. & P., one-third mile east of Union Pacific Transfer, expecting to find main track occupied.

All trains will not exceed 10 miles an hour through main track turnouts.

Track located 1400 feet west of train order signal at Conception and formerly used for interchange purposes will be used as a siding. When necessary to back in on siding, trains must first be protected as per rule 99.

Yard limits at Stanberry, Shenandoah and East Switch are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

14th District

Grand Avenue—governed by semaphores of interlocking system.
Page Avenue Junction—west end of double track, governed by semaphore of interlocking system.
Ferguson—Junction, Luther Line.
Mexico—Alton R. R. Signal Indication.
Centralia—Junction, Columbia Branch.
Clark—Alton R. R. Signal Indication.
Moberly—M.-K.-T. R. R. Signal Indication.

15th District

Kirksville—Q. O. & K. C. R. R. No target. STOP.
C. B. & Q. R. R., 2 miles west of Glenwood Junction. No target. STOP.
Moulton—C. B. & Q. R. R. No target. STOP.

16th District

Moulton—C. B. & Q. R. R. No target. STOP.
Moulton Junction—C. B. & Q. R. R.
Bloomfield Junction—C. B. & Q. R. R.
Belknap—C. R. I. & P. Ry. Governed by semaphores of interlocking system.
Moravia—C. M. St. P. & P. R. R. 0.5 miles east. Signal Indication.
Albia—M. & St. L. R. R. No target. STOP.
Albia—C. B. & Q. R. R. 0.8 mile west. Signal Indication.
Tracy—C. B. & Q. R. R., M. & St. L. R. R., Signal Indication.

17th District

Huntsville—End of double track.
Governed by Signal Indication.
Salisbury—End of double track. Junction Glasgow Branch.
Governed by Signal Indication and target of hand throw switch located 488 feet east of depot platform.
Brunswick—End of double track. 18th District Junction.
Governed by hand throw switch located at west end depot platform and signal indication.
Carrollton Junction—Junction A. T. & S. F. Ry. End of double track.
Governed by semaphores of interlocking system.
Camden Junction—Junction A. T. & S. F. Ry. End of double track.
Governed by semaphores of interlocking system.
Birmingham—Junction, C. B. & Q. R. R., and C. R. I. & P. Ry. Governed by semaphores of interlocking system.
Birmingham Junction—1.5 miles east of Birmingham. End of double track. Governed by automatic signals.

18th District

Sumner—C. B. & Q. R. R. No target. STOP.
Chillicothe—C. B. & Q. R. R. 0.5 mile east. Signal Indication.
Lock Springs—C. R. I. & P. Ry. 1.5 miles west. Signal Indication.
Gallatin—C. R. I. & P. Ry. Signal Indication.
Darlington—C. B. & Q. R. R. No target. STOP.

19th District

Burlington Junction—C. B. & Q. R. R. No target. STOP.
Shenandoah—C. B. & Q. R. R. 0.2 mile west. No target. STOP.
White Cloud—C. B. & Q. R. R. 0.1 mile west. No target. STOP.
East Switch—C. B. & Q. R. R. 0.2 mile west. Signal Indication.
Council Bluffs—15th Street—C. & N. W. Ry. No target. STOP.
Council Bluffs—16th Street—Junction C. M. St. P. & P. R. R.

STATIONS AND SIDINGS NOT SHOWN ON TIME TABLE

14th District

Ben Avis 0.6 miles west of Jennings. Team track connected at east end, capacity 5 cars.
Buck-X-Ograph track connected west end, capacity 17 cars, K-1-2 engines not to be used beyond point 212 feet from main track switch.
Emerson Spur 1.5 miles east of Ferguson on Luther line, connected at west end, capacity 8 cars.
Gardnerville 3.0 miles west of St. Charles. Team track connected at east end, capacity 9 cars.
Westward siding Wellsville extended 2270 feet, connected both ends, used only for storage purposes, capacity 41 cars.
Wellsville Fire Brick Co. 1.2 miles west of Wellsville, connected west end, capacity 55 cars.
Moore's Switch, 1.1 miles east of Columbia, connected west end, capacity 7 cars.
Shell, 1.9 miles east of Columbia, connected west end, capacity 4 cars.
Auxiliary Track extends from Moberly to point 1.7 miles east of Moberly, connected both ends, capacity 154 cars.

15th District

Hildreth, 1 mile east of Macon, connected west end, capacity 5 cars.
Sinclair Oil Co., 1.1 miles west of La Plata, connected west end, capacity 2 cars.

STATIONS AND SIDINGS NOT SHOWN ON TIME TABLE

16th District

Spur Track, 0.3 miles east C. B. & Q. station Lovilia connected east end, capacity 45 cars. House track connected both ends spur track capacity 11 cars.

Pershing Coal Co., 0.5 mile west of Tracy connected west end, capacity 642 cars.

Coal Junction, 1.4 miles east of McCoy connected west end, capacity 2 cars.

Iowa Power & Light Co., connected east end of McCoy siding, capacity 145 cars.

Lake Shore Tire & Rubber Co., 1.7 miles west of McCoy connected east end, capacity 4 cars.

17th District

Sinclair Coal Co.-Mark Twain Siding, 4.6 miles west of Moberly, westward track, connected both ends, capacity 106 cars.

Potato Spur, 1 mile east of Camden on Wabash Line, connected east end, capacity 9 cars.

Atwood Quarry, 1.4 miles east South Liberty connected east end, capacity 31 cars.

18th District

Magill, 2.7 miles west of Carlow connected east end, capacity 23 cars.

Gravel Pit Spur, 1.8 miles east of Sampsel connected east end, capacity 94 cars.

Gravel Pit Sidings, 1.8 miles east of Sampsel connected both ends, 2 tracks, total capacity 35 cars.

RULES GOVERNING OPERATION OF THE JOINT TRACKS OF THE A. T. & S. F. RY. CO. AND WABASH RAILWAY CO.

1. The tracks of the A. T. & S. F. Railway Co., and the Wabash Railway Co., between Carrollton Jct., and Hardin, and the A. T. & S. F. Railway Co., tracks between Hardin and Camden Jct., will be operated as double track governed by the following A. T. & S. F. rules and regulations.

Trains have no time table superiority between Carrollton Jct., and Camden Jct.

2. Double track between Carrollton Jct., and Camden Jct., trains must keep to the right unless otherwise directed. On double track, trains will run with current of traffic by block signals, whose indications will supersede time table superiority.

When necessary to run trains against the current of traffic movement must be controlled by train orders.

Except as affected by these rules, all block signal and train rules remain in force.

The movement of trains will be supervised by A. T. & S. F. Train Dispatcher who will issue instructions to signalmen when required.

Trains having work to do, or encountering unusual delay, which may detain them must notify the Train Dispatcher.

3. Trains carrying classification signals will continue same over joint track.

4. Westward trains register by throwing off O. S. slip at Carrollton Jct., and eastward trains at Camden Jct.

5. THE WABASH MAIN TRACK BETWEEN HARDIN AND CAMDEN JCT., WILL BE USED AS AN AUXILIARY TRACK. THE OPERATION THEREON WILL BE GOVERNED BY TRAIN ORDERS. SPEED LIMIT FORTY MILES AN HOUR. MANUAL BLOCK BETWEEN CAMDEN JCT., AND HARDIN. YARD LIMITS ON THIS TRACK AT HARDIN AND HENRIETTA.

6. At Henrietta a train taking siding where separate signals for trains to leave siding are not provided, will secure clearance card before again occupying main track.

7. Standard interlocking plants at Carrollton Jct., Hardin and Camden Jct.

At an interlocking station, the home interlocking signal may be used as a train order signal, a red flag by day or a red light by night so placed at the interlocking station that it can be seen from the approaching train will indicate to enginemen and trainmen that there are train orders.

The engineman will acknowledge the display of signals as above indicated by two short blasts of the whistle.

The signalman will then display the interlocking signal in the proper proceed indication and the train may then proceed to the interlocking station, but not beyond, and there be released by clearance card, Form 902.

When an interlocking plant is out of order and the signals cannot be operated and the operator or towerman desires a train or engine to move through the plant, this permission may be given verbally or by proceed signal with yellow flag or yellow light, but in such cases some member of crew must precede train or engine and flag over each interlocked switch, derail and railroad crossing protected by such signals.

8. A train finding a fusee burning on or near its track must stop and wait until it has burned out before proceeding.

9. The explosion of two torpedoes is a signal to proceed at restricted speed for a distance of one mile, the explosion of one torpedo will indicate the same as two, but the use of two is required.

10. A yellow flag, yellow disc lettered "Slow," or a yellow light will be placed at least one mile in advance of where reduced speed applies on temporary reduced speed locations, at the end of which a green flag, green disc or green light will be placed, which rear of train will pass before speed shall be increased. Reduced speed limit shall be fifteen miles an hour unless otherwise specified by train order or bulletin.

A yellow board, with black numerals on the track side to indicate the speed limit for passenger trains and on the field side to indicate the speed limit for freight trains, will be placed at least 2500 feet in advance of where reduced speed applies on permanent reduced speed locations, at the end of which a green board will be placed which rear of train will pass before speed of train will be increased. There may be more than one yellow board in advance of green board, in which case the reduced speed limits shown on each yellow board shall be observed in succession until a green board is passed.

11. A.T.& S.F. trains will use marker lamps with red and yellow lenses.

12. All stations are offices of communication, except Palemon, at which point booth telephone is located.

SPRING SWITCHES

When movement is made over a spring switch, movement must be continuous until switch is cleared. If necessary to make a back-up movement against the points of switch before clearing same, the switch must first be lined by hand.

Trains or engines moving against or springing points when trailing through the following spring switches must not exceed a speed of twenty-five miles an hour, except where further restricted.

Location of Spring Switches

Henrietta—East end eastward siding.
West end long storage track west of station.
West end westward siding, speed limit fifteen miles an hour.

Switches are interlocked by remote control and handled by operator at following locations:

Henrietta—West switch of eastward siding and east switch of westward siding, and east switch of long storage track west of station.

Telephone connected with office of communication is located at each of these switches.

Trains finding home signal in stop position get in touch with operator by telephone and be governed by his instructions. Should telephone be out of order, examine switch, spike in position found and proceed if this can be done without damage to switch.

THE MAXIMUM SPEED OF TRAINS IS AS INDICATED BELOW

	Passenger			Freight		
	Mi. an Hr.	Time Per Mile Min.	Sec.	Mi. an Hr.	Time Per Mile Min.	Sec.
Except where further restricted	75	0	48	50	1	12
On Curves between M. P. 416.7 and Camden Jct.	60	1	00	50	1	12
Curve M.P. 411.4 to 411.3, eastward	60	1	00	50	1	12
Two Curves M.P. 404.8 to 404.2, eastward	55	1	05	50	1	12
Between Camden Jct., and Hardin, Wabash Auxiliary Track	40	1	30	40	1	30
Camden Jct.: Through turnouts and crossovers between A.T.& S.F. and Wabash tracks, and through crossover between A.T.& S.F. tracks	25	2	24	20	3	00
Henrietta:						
Turnout—West end eastward siding	30	2	00	20	3	00
Turnout—East end westward siding	30	2	00	20	3	00
Turnout—East end long storage track west of station	30	2	00	20	3	00
Hardin:						
Turnout from eastward A.T.& S.F. track to auxiliary track	30	2	00	20	3	00
Crossover from westward A.T.& S.F. track to auxiliary track	15	4	00	15	4	00
Carrollton Jct.:						
Through turnouts and crossovers between A.T. & S.F. and Wabash tracks	25	2	24	20	3	00
Through all crossovers and turnouts not otherwise specified	10	6	00	10	6	00

Trains moving against current of traffic on double track will reduce speed around curves to forty-five miles an hour or one mile in 1 minute and 20 seconds, and will move in yard limits at restricted speed.

Bridge No.	Location	Overhead clearance from top of rail	Side clearance from track center
	St. Louis—		
9A	Euclid Ave.	16′ 6″	7′ 5″
9B	Kingshighway	16′ 9″	6′ 6″
Forest Park	Foot Bridge	17′ 11″	21′ 6″
Grand Drive	Overhead Bridge	17′ 8″	8′ 0″
Lindell-Union	Overhead Bridge	17′ 8″	8′ 0″
18	DeBalivere Ave.	17′ 10″	8′ 4″
18A	DeBalivere street car Bridge.	17′ 10″	11′ 0″
18B	Waterman Ave.	17′ 10″	8′ 2″
18C	Kingsbury Ave.	17′ 10″	8′ 4″
18D	Delmar Blvd.	17′ 6″	9′ 5″
22A	Page Ave. Jct.	18′ 0″	22′ 6″
24A	Page Ave. Jct.	20′ 4″	22′ 6″
25A	Eden	17′ 8″	8′ 5″
30A	Glen Echo	22′ 0″	6′ 10″
30B	Glen Echo	20′ 10″	19′ 11″
653A	Antelope St., St. Louis		5′ 9″
664B	Ferguson		5′ 6″
41	Ferguson		7′ 9″
90	St. Peters		6′ 10″
94C	St. Peters	21′ 10½″	
133A	Wentzville		5′ 3″
188B	Truesdale	21′ 7″	
234	High Hill		6′ 6½″
Coal Dock	High Hill	21′ 10″	7′ 8½″
311A	Mexico	20′ 9″	
708B	Columbia		6′ 4″
0-43.7	Paris	21′ 10½″	7′ 6½″
0-61.3	Evansville		7′ 4½″
1990	LaPlata		6′ 0¾″
Coal Dock	Millard		6′ 1″
2018	Kirksville		5′ 9¾″
Coal Dock	Moulton		7′ 4″
2155	Bloomfield	20′ 3″	7′ 7″
2185	Carbon	21′ 8″	7′ 5″
2196A	Carbon		7′ 11″
2216	South Ottumwa	19′ 8″	6′ 9″
2224	Ottumwa	20′ 1″	7′ 4″
Viaduct	Ottumwa		7′ 2″
2769A	Moulton		5′ 11¼″
2783	Udell		5′ 6½″
2785P	Moravia		6′ 0″
2791	Albia		6′ 6¼″
Coal Dock	Tracy		6′ 9″
2891	Harvey	19′ 3″	7′ 5″
3010	Des Moines	20′ 1½″	7′ 1⅞″
413½	Huntsville	21′ 7½″	
449	Salisbury	21′ 11″	6′ 11¼″
455A	Salisbury	21′ 11″	7′ 9″
732	Shannondale		7′ 4″
741	Forest Green	21′ 11″	7′ 3¼″
C&A	Glasgow	17′ 0″	
Highway	Glasgow	19′ 0¼″	
475	Keytesville		6′ 7¼″
Coal Dock	Brunswick	18′ 5¾″	7′ 0″
516	Wakenda	21′ 7½″	7′ 3″
AT&SF 406B	Hardin		6′ 11″
AT&SF	Fleming	21′ 3″	
577	Orrick		5′ 3½″
582	Orrick	21′ 0½″	7′ 5″
609	South Liberty		6′ 4¼″
CB&Q	Kansas City	21′ 10″	7′ 2″
K. C. S.	Kansas City	21′ 2″	
Broadway	Kansas City	18′ 0″	
St. Louis Ave.	Kansas City	16′ 0″	7′ 4″
St. L. Ave (4 St)	Kansas City		8′ 0″
AT&SF	Whitham	19′ 6″	
772	Whitham		7′ 6″
774	Sumner		7′ 6″
778	Fountain Grove		7′ 2″
792	Bedford	20′ 6″	7′ 6″
807A	Chillicothe	21′ 0″	
811½	Chillicothe	21′ 0″	
812A	Chillicothe	21′ 4″	7′ 7″
825	Chillicothe	22′ 0″	7′ 3″
914	Pattonsburg	20′ 2″	7′ 5″
917	Pattonsburg	20′ 4½″	6′ 6½″
969	Evona	19′ 8″	7′ 5″
986	Stanberry	19′ 11″	7′ 5½″
1051	Bedison	20′ 6″	7′ 0″
1053A	Bedison	20′ 0″	6′ 11″
1062	Maryville		6′ 8″
1062A	Maryville	17′ 2″	
1063A	Maryville	21′ 0″	
1145A	Coin	18′ 4″	7′ 8½″
1169A	Bingham	21′ 7″	7′ 11″
1229	White Cloud	20′ 8″	7′ 0″
1237A	Malvern	21′ 9″	7′ 3″
1252	Malvern	19′ 9″	7′ 6″
1284A	Dumfries	21′ 0″	
1309	East Switch		5′ 3¼″
1314	East Switch		5′ 9¼″

Inasmuch as these structures will not clear a man on top of cars, or on side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of cabooses or engines when approaching or passing through these bridges and structures.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance indicated.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves. Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of cabooses or engines when approaching or passing non-clearance points.

EMPLOYES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent, Decatur, Ill.

Moberly Hospital....Dr. R. D. Streetor
St. Louis Dispensary, 634 North Grand Ave....Dr. C. A. White, Dr. V. O. Fish
Kansas City Dispensary, Union Station....Dr. M. W. Pickard
Stanberry Dispensary....Dr. S. E. Simpson
Ferguson....Dr. Roy Johnson
St. Charles....Dr. F. J. Tainter
O'Fallon....Dr. N. J. Honich
Wentzville....Dr. H. C. McMurray
Wright....Dr. John B. Killoran
Warrenton....Dr. C. L. Garcia
New Florence....Dr. J. O. Helm
Montgomery....Dr. Buell Menefee
Mexico....Dr. J. F. Harrison
Centralia....Dr. C. W. Austene, Dr. O. B. Mayes
Sturgeon....Dr. A. R. McComas
Columbia....Dr. Dudley A. Robnett
Hannibal....Dr. J. C. Chilton
Monroe City....Dr. J. A. Malley
Paris....Dr. Geo. M. Ragsdale
LaPlata....Dr. H. O. Newton
Kirksville....Dr. George E. Grim
Salisbury....Dr. G. W. Hawkins
Keytesville....Dr. A. W. Zillman
Brunswick....Dr. H. E. Tatum
Carrollton....Dr. R. F Cook
Henrietta....Dr. J. V. Smith
Orrick....Dr. Robert Sheetz
North Kansas City....Dr. I. C. Fowler, Dr. M. O. Langhus
Chillicothe....Dr. R. Barney
Gallatin....Dr. L. R. Doolin
Pattonsburg....Dr. John Z. Parker
Maryville....Dr. F. E. Egley

IOWA

Moulton Dispensary....Dr. E. D. Sellers
Bloomfield....Dr. H. C. Young
Ottumwa....Dr. W. C. Newell
Albia....Dr. Burke Powell
Bussey....Dr. E. C. McClure
Des Moines....Dr. Chas. Ryan, Dr. W. B. Hight
Shenandoah....Dr. J. F. Aldrich
Malvern....Dr. I. U. Parsons
Council Bluffs....Dr. M. A. Tinley

NEBRASKA

Omaha....Dr. J. M. Erman