

MAKE EVERY TRIP A SAFETY TRIP



C. T. WILLIAMS
Assistant Superintendent

A. A. TWILLMAN
Road Foreman of Engines

D. E. DOYLE
Chief Dispatcher

C. BIGGERSTAFF
C. WEBB

R. B. GEORGE
Dispatchers
Franklin, Missouri

R. L. BURNETTE
C. CLARK



**ROAD FOREMAN OF ENGINES HAS THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.**

Missouri-Kansas-Texas Railroad Company

EMPLOYES'

TIME TABLE

No. 25

EASTERN DISTRICT

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

Sunday, Sept. 19, 1948

Superseding Previous Time Table and Supplements

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYES ONLY

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

F. P. STOCKER
Superintendent

J. H. LITTLE
General Superintendent
of Transportation

H. M. WARDEN,
Vice-President and
General Manager

SOUTHWARD TRAINS

ST. LOUIS DIVISION

NORTHWARD TRAINS

TIME TABLE No. 25

Effective 12:01 A. M.
Sept. 19, 1948

STATIONS

THIRD CLASS			SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIME TABLE No. 25		Signs and Car Capacity	FIRST CLASS	SECOND CLASS	THIRD CLASS	
71 Bullet	75 Katy Klipper		81 Katy Komet	5 Katy Flyer		Effective 12:01 A. M. Sept. 19, 1948	STATIONS		6 Katy Flyer	74 Katy Packer	72 Fast Freight	78 Freight
Daily	Daily		Daily	Daily			Daily	Daily	Daily	Daily		
				PM 10.28	0.0		ST. LOUIS US	P	AM 7.05			
					8.7	Joint Track C. B. & Q.	N 8.7					
PM 9.00	AM 7.30		PM 7.00				N BADEN K	WTSO Yard P		AM 2.00	PM 3.00	PM 8.00
					26.9		N 18.2					
PM 9.40	AM 8.15		PM 7.35	PM 11.11			N MACHENS TJ	103 WP	f AM 6.10	PM 11.59	PM 1.30	PM 6.45
					32.1		SIMPSON	118 P	6.00	11.50	1.05	6.30
9.52	8.25		7.42	11.19	39.2		N 7.1					
10.06	8.37		7.52	11.38			N ST. CHARLES CH	146 WP	s 5.50	11.38	12.45	6.15
10.21	8.51		8.03	11.49	47.1		N 7.9					
10.36	9.05		8.13	11.59	54.6	Auto- matic Block Signals	N JACOBS	115 P	5.33	11.15	12.25	5.59
					60.7			N 7.5				
10.47	9.16		8.22	AM 12.10			N WELDON	116 P	5.21	10.59	12.07 PM	5.43
					66.4		N 6.1					
11.01	9.27		8.30	s 12.19			N NO MATSON MY	86 WP	s 5.10	10.47	11.50	5.29
11.15	9.41		8.41	f 12.29	74.0		N 5.7					
11.23	9.47		8.47	s 12.38	77.9		N AUGUSTA AU	116 P	s 4.59	10.35	11.35	5.15
11.35	10.00		8.57	s 12.47	84.8		N 7.6					
11.43	10.07		9.03	f 12.53	88.9		N DUTZOW	86 P	s 4.45	10.22	11.18	4.59
					97.0		N 3.9					
11.57	10.21		9.14	f 1.03			D MARTHASVILLE MV	147 P	s 4.38	10.15	11.08	4.50
AM 12.10	10.28		9.19	s 1.14	100.7		D 6.9					
					104.9	Auto- matic Block Signals	D TRELOAR RT	29 P	s 4.23	10.03	10.49	4.34
12.19	10.35		9.25	s 1.22	110.8			N 4.1				
12.30	10.45		9.33	s 1.33	116.0		N BERNHEIMER	111 P	f 4.18	9.55	10.41	4.25
12.42	10.55		9.40	s 1.43	121.4		N 8.1					
12.53	11.04		9.48	s 1.53	125.1		N CASE	56 P	f 4.07	9.41	10.21	4.06
12.59	11.11		9.53	s 1.59	131.2		N 3.7					
1.12	11.22		10.02	s 2.09	137.6		N N McKITTRICK MC	116 P	s 3.59	9.35	9.58	3.58
1.25	11.34		10.11	f 2.19	143.3		N 4.2					
1.38	11.44		10.19	s 2.28	146.3		D RHINELAND RD	69 P	s 3.39	9.25	9.45	3.40
1.45	11.49		10.23	2.36	153.5		N 5.9					
2.09	PM 12.01		10.33	s 2.47	162.4		N BLUFFTON	118 P	s 3.29	9.12	9.25	3.28
2.26	12.16		10.45	f 2.59	169.5		N 5.2					
2.45	12.28		10.55	s 3.25	169.8		N PORTLAND	68 P	s 3.19	9.03	9.10	3.16
					171.7		N 5.4					
2.51	12.33		10.58	s 3.31	175.4		N STEEDMAN	61 P	s 3.09	8.54	8.52	3.04
3.03	12.44		11.07	s 3.41	181.9		N 3.7					
3.09	12.50		11.12	3.47	188.3		N MOKANE MO	153 WP	s 3.02	8.46	8.40	2.55
					188.8		D 6.1					
					189.1		D TEBBETTS BE	115 P	s 2.50	8.35	8.20	2.40
							N 6.4					
							N WAINWRIGHT	117 P	f 2.38	8.22	7.59	2.26
							N 5.7					
							N NORTH JEFFERSON JB	45 P	s 2.28	8.11	7.40	2.15
							N 3.0					
							N BOUGHNER	117 P	2.19	8.05	7.30	2.10
							N 7.2					
							D HARTSBURG HU	145 P	s 2.09	7.52	7.10	1.58
							N 8.9					
							N EASLEY	111 P	f 1.53	7.35	6.40	1.39
							N 7.1					
							N McBAINE AN	71 WP	s 1.41	7.23	6.18	1.25
							N 0.3					
							Columbia Division Jct.					
							N 1.9					
							N HUNTSDALE	117 P	s 1.32	7.18	6.10	1.15
							N 6.7					
							D ROCHEPORT CA	56 P	s 1.22	7.05	5.50	12.59
							N 3.5					
							N NIEHAUS	117 P	1.16	6.59	5.39	12.50
							N 6.4					
							N NEW FRANKLIN		P 1.06			
							N 0.5					
							Moberly Div. Jct.					
							N 0.3					
3.25 AM	1.15 PM		11.22 PM	4.01 AM	189.1		N FRANKLIN FR	WTSYO Yard P	1.00 AM	6.45 PM	5.15 AM	12.25 PM
71	75		81	5			N 189.1		6	74	72	78
28.2	32.4		42.9	33.7					31.1	31.0	19.7	25.6

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

SOUTHWARD TRAINS

SEDALIA DIVISION

FOURTH CLASS		THIRD CLASS		SECOND CLASS		FIRST CLASS		TIME TABLE No. 25		Distance from St. Louis	Signs and Car Capacity
	95 Way	99 Way	75 Katy Klipper	71 Bullet		81 Katy Komet		5 Katy Flyer	Effective 12:01 A. M. Sept. 19, 1948		
	Monday Wed. Friday	Monday Wed. Friday	Daily	Daily		Daily		Daily	STATIONS		
		AM 5.30	PM 1.45	AM 4.30		PM 11.35		AM 4.10	N FRANKLIN FR	189.1	WTSYO P Yard
									2.0		
									Mo. River Bridge Interl'kr	191.1	
									0.6		
		5.40	1.52	4.37		11.40		s 4.20	BOONVILLE	191.7	P 55
									5.3		
		5.54	2.03	4.53		11.52		s 4.29	LICK	197.0	P 84
									6.4		
		6.09	2.18	5.10		AM 12.04		s 4.39	N PILOT GROVE PG	203.4	P 62
									2.9		
		6.17	2.23	5.18		12.08		s 4.43	HOFFMAN	206.3	P 132
									2.9		
		6.26	2.29	5.25		12.14		s 4.49	PLEASANT GREEN	209.2	P 16
									6.3		
		6.42	2.42	5.43		12.25		s 5.01	CLIFTON CITY	215.5	P 62
									5.6		
		6.57	2.52	5.55		12.37		s 5.10	BEAMAN	221.1	P 142
									5.2		
		7.10	3.10	6.09		12.46		s 5.20	MAHANEY Mo. Pac. Interlocker	226.3	P 81
									0.8		
	AM 7.55	7.21	3.13	6.20		12.48		s 5.45	N SEDALIA SA	227.1	WSY P 118
									0.6		
									Mo. Pac. Gate Crossing	227.7	
									3.1		
	8.05	7.29	3.19	6.30		12.53		s 5.52	CAMPBELL	230.8	P 90
									8.4		
	8.30	7.52	3.36	6.50		1.07		s 6.04	D GREENRIDGE Q	239.2	P 90
									4.6		
	8.47	8.05 AM	3.44	7.01		1.13		s 6.12	BRYSON	243.8	P
									4.0		
	9.30		3.59	7.13		1.19		s 6.23	N WINDSOR NR	247.8	P 90
									7.7		
	10.02		4.15	7.35		1.30		s 6.34	CALHOUN	255.5	PW 54
									4.2		
	10.24		4.23	7.45		1.37		f 6.42	LEWIS	259.7	P 103
									5.7		
	10.47		4.33	7.59		1.45		s 6.52	N NORTH CLINTON S.L.-S.F. Interlocker	265.4	P 116
									1.2		
	10.55		4.40	8.05		1.47		s 7.10	CLINTON	266.6	P 47
									6.8		
	11.25		4.53	8.22		1.57		s 7.20	LADUE	273.4	P 90
									6.8		
	11.55		5.05	8.42		2.08		s 7.31	D MONTROSE MS	280.2	P 90
									5.5		
	PM 12.15		5.14	8.58		2.16		s 7.41	D APPLETON CITY AY	285.7	P 79
									2.2		
	12.30 PM		5.18 PM	9.15 AM		2.20 AM		1 7.45 AM	N LINDALE ND	287.9	WYO P Yard
									98.8		
	95	99	75	71		81		5			
	18.8	21.2	27.8	20.8		35.9		27.6			
									Average speed per hour.....		

In the application of Rules 4, 5 and 83, Lindale will not be considered as initial or terminal station of first, second and third class schedules. This prescribes that Franklin and Parsons will be the only initial terminal stations of first class schedules; and Franklin and North Yard the only initial and terminal stations of second and third class schedules of combined pages 2, 3, 4 and 5, Sedalia Division. Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

SEDALIA DIVISION

NORTHWARD TRAINS

3

TIME TABLE No. 25		FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS						
Effective 12:01 A. M. Sept. 19, 1948		6 Katy Flyer		74 Katy Packer		78 Fast Freight	72 Freight		94 Way	98 Way				
STATIONS		Daily		Daily		Daily	Daily		Tuesday Thursday Saturday	Tuesday Thursday Saturday				
Automatic Block Signals	N FRANKLIN FR	AM 12.50		PM 6.20		AM 11.45	AM 4.10			PM 2.50				
	— 2.0 — Mo. River Bridge Interl'kr													
	— 0.6 — BOONVILLE	s12.45		6.05		11.33	3.52			2.45				
	— 5.3 — LICK	12.34		5.50		11.22	3.40			2.35				
	— 6.4 — N PILOT GROVE PG	s12.25		5.35		11.11	3.27			2.18				
	— 2.9 — HOFFMAN	12.19		5.28		11.05	3.20			1.50				
	— 2.9 — PLEASANT GREEN	s12.14		5.20		10.57	3.10			1.42				
	— 6.3 — CLIFTON CITY	s12.03 AM		5.05		10.46	2.56			1.29				
	— 5.6 — BEAMAN	s11.54		4.55		10.35	2.35			1.14				
	— 5.2 — MAHANEY Mo. Pac. Interlocker	11.45		4.45		10.25	2.20			1.01				
	— 0.8 — N SEDALIA SA	s11.42		4.40		10.20	2.18		AM 10.00	12.57				
	— 0.6 — Mo. Pac. Gate Crossing													
	— 3.1 — CAMPBELL	11.17		4.33		10.10	2.05		9.47	12.32				
	— 8.4 — D GREENRIDGE Q	s11.05		4.16		9.50	1.42		9.15	12.01 PM				
	— 4.6 — BRYSON	10.57		4.08		9.40	1.30		8.30	11.45 AM				
— 4.0 — N WINDSOR NR	s10.50		3.59		9.30	1.19		8.05						
— 7.7 — CALHOUN	s10.33		3.44		9.10	12.55		7.35						
— 4.2 — LEWIS	f10.25		3.35		8.59	12.45		7.10						
— 5.7 — N NORTH CLINTON CB S.L.-S.F. Interlocker	10.16		3.25		8.43	12.34		6.52						
— 1.2 — CLINTON C	s10.12		3.20		8.38	12.30		6.24						
— 6.8 — LADUE	s 9.54		3.08		8.22	12.17		5.57						
— 6.8 — D MONTROSE MS	s 9.44		2.55		8.05	12.06 AM		5.30						
— 5.5 — D APPLETON CITY AY	s 9.33		2.45		7.55	11.55		5.10						
— 2.2 — N LINDALE ND	9.25 PM		2.40 PM		7.45 AM	11.50 PM		5.00 AM						
— 98.8 —	6		74		78	72		94	98					
.....Average speed per hour.....	28.9		26.9		24.7	22.8		12.2	17.7					

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SOUTHWARD TRAINS

SEDALIA DIVISION

FOURTH CLASS			THIRD CLASS		SECOND CLASS		FIRST CLASS		TIME TABLE No. 25		Distance from St. Louis	Signs and Car Capa- city
		97 Way	75 Katy Klipper	71 Bullet		81 Katy Komet		5 Katy Flyer	Effective 12:01 A. M. Sept. 19, 1948			
		Tuesday Thursday Saturday	Daily	Daily		Daily		Daily	STATIONS			
		AM 5.00	PM 5.18	AM 9.15		AM 2.20		AM 8.05	Auto- matic Block Signals	N LINDALE ND	287.9	WYO P Yard
		5.20	5.29	9.30		2.30		s 8.16		6.6	ROCKVILLE RK	294.5	P 38
		5.35	5.35	9.40		2.36		s 8.24	3.9	D SCHELL CITY SC	298.4	P 90
		5.55	5.44	9.55		2.43		s 8.33	5.1	D HARWOOD HD	303.5	P 54
		6.15	5.54	10.08		2.51		s 8.43	5.8	D WALKER WR	309.3	P 90
		6.39	6.05	10.25		3.01		8.54	7.4	N TOWER NA	316.7	P 105
		6.40	6.06	10.27		3.02		s 9.04	0.4	Mo. Pac. Interlocker		
		7.08	6.15	10.37		3.11		9.12	6.3	NEVADA	317.1	WP
		7.23	6.23	10.46		3.16		s 9.18	3.5	ELLIS	323.4	P 78
		7.40	6.59	11.10		3.22		f 9.25	4.3	DEERFIELD	326.9	P 92
									4.3	N EVE V	331.2	P 100
									6.2	S. L.—S. F. Crossing	337.4	
									0.2	Mo. Pac. Crossing	337.6	
		8.25	7.26	11.30		3.35		s 9.42	0.6	FORT SCOTT	338.2	WP 47
		8.30	7.41	11.33		3.38		9.45	0.9	Mo. Pac. Interlocker		
		8.45	7.52	11.46		3.49		9.53	6.1	N GRIFFITH XR	339.1	P 144
		9.02	8.05	11.59		3.59		s 10.03	5.9	RONALD	345.2	P 91
		9.17	8.18	12.25		4.09		s 10.15	6.9	D HIATTVILLE HI	351.1	P 91
		9.34	8.31	12.50		4.20		s 10.27	7.0	D HEPLER PR	358.0	WP 66
		9.54	8.46	1.15		4.31		s 10.38	7.9	N A.T.&S.F. Interlocker		
		10.11	9.01	1.40		4.40		s 10.49	7.9	WALNUT WA	365.0	P 67
		10.17	9.15	2.00		4.45		10.55	6.6	D ST. PAUL OM	372.9	P 92
		10.22	9.30	2.05		4.50			6.6	SOUTH MOUND	379.5	P 90
		10.30 AM	10.00 PM	3.00 PM		5.00 AM			3.1	STOCKER	382.6	P
		97	75	71		81		11.10 AM	0.9	N Kas. City Divn. Crossing		
		17.8	20.9	17.1		36.8		5	2.5	CROSS Intrlkr. XO	383.5	P
									0.6	NORTH YARD	386.0	WTSYO Yard
									0.6	PARSONS GO	386.6	
								32.0	98.7			

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

SEDALIA DIVISION

NORTHWARD TRAINS

5

TIME TABLE No. 25		FIRST CLASS		SECOND CLASS		THIRD CLASS		FOURTH CLASS						
Effective 12:01 A. M. Sept. 19, 1948		6 Katy Flyer		74 Katy Packer		78 Freight		72 Fast Freight		96 Way				
STATIONS		Daily		Daily		Daily		Daily		Monday Wed. Friday				
Automatic Block Signals	N LINDALE ND	s	PM 9.25	PM 2.40	AM 7.30	PM 11.50		PM 12.30						
	6.6													
	D ROCKVILLE RK	s	9.08	2.26	7.18	11.34		12.04 PM						
	3.9													
	D SCHELL CITY SC	s	9.01	2.18	7.11	11.25		11.49						
	5.1													
	D HARWOOD HD	s	8.53	2.07	7.01	11.14		11.30						
	5.8													
	D WALKER WR	s	8.44	1.55	6.50	10.59		10.59						
	7.4													
N TOWER NA		8.33	1.42	6.39	10.43		10.25							
Mo. Pac. Interlocker 0.4														
NEVADA	s	8.30	1.40	6.37	10.40		10.23							
6.3														
ELLIS		8.16	1.27	6.23	10.26		9.55							
3.5														
DEERFIELD	s	8.11	1.20	6.15	10.19		9.40							
4.3														
N EVE V	f	8.04	1.12	6.05	10.10		9.25							
6.2														
S. L.—S. F. Crossing														
0.2														
Mo. Pac. Crossing														
0.6														
FORT SCOTT	s	7.50	12.57	5.50	9.54		8.45							
0.9														
N Mo. Pac. Interlocker GRIFFITH XR		7.41	12.55	5.45	9.51		7.50							
6.1														
RONALD		7.34	12.46	5.31	9.40		7.30							
5.9														
D HIATTVILLE HI	s	7.26	12.37	5.20	9.29		7.10							
6.9														
D HEPLER PR	s	7.16	12.25	5.05	9.14		6.45							
7.0														
N A.T.&S.F. Interlocker WALNUT WA	s	7.04	12.12 PM	4.50	8.59		6.25							
7.9														
D ST. PAUL OM	s	6.53	11.59	4.31	8.46		6.01							
6.6														
SOUTH MOUND	s	6.43	11.49	4.10	8.25		5.40							
3.1														
STOCKER		6.37	11.42	3.58	8.17		5.15							
0.9														
N Kas. City Divn. Crossing CROSS Intrlkr. XO			11.40	3.55	8.15		5.10							
2.5														
NORTH YARD			11.30 AM	3.45 AM	8.05 PM		5.00 AM							
0.6														
N PARSONS GO		6.30 PM												
98.7		6	74	78	72		96							
Average speed per hour.....		33.8	31.0	26.2	26.2		18.1							

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Trains on first, second and third class schedules will proceed on the main track at Lindale when no superior trains over due.

6

HOLDEN DIVISIONSOUTHWARD
TRAINS

TIME TABLE No. 25

NORTHWARD
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. Sept. 19, 1948		Signs and Car Capacity	Fourth Class
57 Mixed		STATIONS			56 Mixed
Monday Wed. Friday				Tuesday Thurs. Saturday	
AM 8.05	243.8	BRYSON 11.9		30 P	AM 11.45
s 8.42	255.7	D	LEETON B 3.1	20	s 10.59
f 8.53	258.8		POST OAK 5.9	18	f 10.49
f 9.15	264.7		CHILHOWEE 4.7	17	f 10.29
s 9.35	269.4		MAGNOLIA 6.8	20	s 10.14
s 10.00	276.2	D	HOLDEN HN 10.8	26 W	s 9.46
f 10.39	287.0		GUNN CITY 3.7	18	s 9.08
s 10.51	290.7	D	EAST LYNNE YN 6.8	36	s 8.55
s 11.20	297.5	D	HARRISONVILLE RO Mo. Pac. Interlocker 0.5	29	s 8.29
	298.0		S.L.-S.F. Crossing 8.8		
s 11.55	306.8	D	FREEMAN RA 10.0	22	s 7.53
PM s 12.26	316.8	D	LOUISBURG UI 13.1	24	s 7.18
	329.9		Mo. Pac. Gate Crossing 0.2		
s 1.06	330.1	D	PAOLA "A" PO 0.3	18	s 6.35
	330.4		S.L.-S.F. Crossing 0.1		
1.10 PM	330.5	N	PAOLA "D" PD 86.7	Yard WT	6.30 AM
57					56
17.1		.....Average speed per hour.....			16.5

ELDORADO DIVISIONSOUTHWARD
TRAINS

TIME TABLE No. 25

NORTHWARD
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. Sept. 19, 1948		Signs and Car Capacity	Fourth Class
53 Way		STATIONS			52 Way
Daily Except Sunday				Daily Except Sunday	
PM 1.35	309.3	D	WALKER 6.8	95 YP	AM 7.45
2.04	316.1		DEDERICK 7.1	8	7.16
2.35 PM	323.2		ELDORADO SPGS. 13.9	14 Y	6.45 AM
53					52
13.9		.....Average speed per hour.....			13.9

MOBERLY DIVISION

Southward Trains

TIME TABLE No. 25

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. Sept. 19, 1948		Signs and Car Capacity	Fourth Class
51 Mixed		STATIONS			50 Mixed
Daily Except Sunday				Daily Except Sunday	
AM 9.30	224.1	D	MOBERLY MF 0.6	44 WYP	AM 8.30
	223.5		Wabash Crossing (Auto. Interlocking Signals) 9.1		
s 9.55	214.4	D	HIGBEE H 0.1	40 YP	s 7.35
			G.M.&O. R.R. Gate Crossing 8.4		
f 10.17	205.9		BURTON 6.7	25 P	f 7.05
s 10.40	199.2	D	FAYETTE FD 10.1	38 P	s 6.45
f 11.10 AM	189.1	N	FRANKLIN FR Moberly Div. Jct. 0.8	Yard P WOYS	f 6.05 AM
11.15 AM	188.3		NEW FRANKLIN 35.8		6.00 AM
51					50
20.4		.....Average speed per hour.....			14.3

COLUMBIA DIVISION

Southward Trains

TIME TABLE No. 25

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. Sept. 19, 1948		Signs and Car Capacity	Fourth Class
65 Mixed		STATIONS			66 Mixed
Daily				Daily	
AM 12.50	178.3	D	COLUMBIA CU 4.7	Yard P	AM 4.05
f 1.05	173.6		BRUNKHORST 4.1	6	f 3.48
1.30 AM	169.5	N	McBAINE AN 8.8	77 WP	3.35 AM
65					66
13.2		.....Average speed per hour.....			17.6

No. 65 IS SUPERIOR TO No. 66.

SPECIAL INSTRUCTIONS

7

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. No. 65 is superior to No. 66.

2. CLEARING TRAINS:

- a. Third and Fourth class trains, extra trains and yard engines will clear first class trains at least ten minutes, except where Automatic Block Signals are in service.
- b. First class trains and extra passenger trains taking siding at New Franklin use house track west of main track and at Franklin use old Moberly main and short "wye" track.
- c. Trains and engines delayed between south yard limit board, Nevada, and signal 3174 will protect as prescribed by Rule 99. Protection given delayed trains under Rule 93 will not apply between these points.
- d. When taking siding to meet opposing train, stop not less than 200 feet from fouling point, if length of train will permit. When standing on main track for train to enter siding, stop 200 feet from clearance point.

3. WHERE TRAINS WILL REPORT FOR ORDERS:

- a. Paola and Franklin.
- b. Cross, trains originating North Yard.
- c. Telegraph Office Parsons Passenger Station, trains originating.

4. REGISTER STATIONS:

- a. Conductors will register and check the train register at all register stations unless otherwise instructed.
- b. All trains register by slip at Machens and Cross.
- c. When not practicable to comply with Rule 3(b), it will not be necessary for conductor to compare time with the engineer before departing from terminal but will compare as soon as practicable after departing.

- d. For information of those concerned, following trains will register at other than register stations:

Station	Arrival	Departure
Baden	All trains	All trains
Sedalia	94	95
Bryson	99	98
Lindale	95-96	94-97
North Yard	All trains	All trains

5. MAXIMUM SPEED (M.P.H.) OBSERVING PERMANENT SLOW

BOARDS, SLOW ORDERS AND OTHER RESTRICTIONS:

Between	Passenger Trains	Freight, Mixed Trains and Light Engines
Machens and Mokane	55	40
Mokane and Easley	50	40
Easley and Franklin	55	40
Franklin and Parsons	55	40
McBaine and Columbia	25	20
Franklin and Moberly	35	25
Bryson and Paola .....	.....	20
Walker and Eldorado Springs .....	.....	15

EXCEPTIONS:

Machens and Parsons
Train No. 81 45

- a. Freight engines handling passenger trains not exceed maximum speed authorized for freight trains, unless otherwise provided.
- b. Road engines backing up, St. Louis and Sedalia Divisions, 25 M.P.H., Holden, Moberly, Eldorado and Columbia Divisions 15 M.P.H.
- c. Steam switch engines with or without cars 20 M.P.H.
- d. Diesel switch engines operating in road service not exceed speed authorized for type of train being handled.
- e. Maximum speed trains handling diesel engines dead in train 45 M.P.H.
- f. Entering or leaving main track turnouts; passenger trains 20 M.P.H.; freight trains 15 M.P.H.
- g. Trains handling scale test car X-1658, 25 M.P.H., except where maximum speed less than 25 M.P.H., and handle just ahead of caboose.

6. SPEED AND OTHER RESTRICTIONS:

- a. WHEN FOGS, STORMS OR OTHER CONDITIONS OBSCURE TRACK OR SIGNALS, SPEED OF TRAIN MUST BE REDUCED TO PERMIT STRICT OBSERVANCE OF SIGNALS AND INSURE ABSOLUTE SAFETY LOSING TIME IF NECESSARY.
- b. Dead engines hauled in train be handled not more than 10 cars from hauling engine and not less than five cars shall be used to separate hauling engine and dead engine or between dead engines.

c. SEDALIA DIVISION:

25 M.P.H. between siding switches, Boonville.
15 M.P.H. over Mo. Pac. shop track crossing, Sedalia.

ALL TRAINS AND ENGINES RUN AT YARD SPEED BETWEEN AUTOMATIC BLOCK SIGNAL 3862 AND THE NORTHWARD HOME SIGNALS PARSONS TOWER, OSAGE AND CHEROKEE DIVISIONS, THIS DOES NOT RELIEVE CREWS ON TRAINS CARRYING PASSENGERS FROM PROTECTING IN ACCORDANCE WITH RULE 93(b). ANY TRAIN OR ENGINE STANDING OR MOVING UNDER OBSCURE CONDITIONS MUST ALSO BE PROTECTED IN ACCORDANCE WITH RULE 93(b).

Southward trains on main track Appleton City to meet northward train stop clear of "end of block signal" if necessary, to prevent the display of stop indication at signal 287.4, north switch Lindale.

ALL TRAINS AND ENGINES MOVING ON INBOUND AND OUTBOUND FREIGHT MAIN TRACKS WILL RUN AT YARD SPEED APPROACHING AND PASSING OVER NEOSHO DIVISION CROSSING AT THE NORTH END OF NORTH YARD, AND TO OR THROUGH THE SWITCHES LEADING TO OR FROM THE YARD TRACKS AT THIS POINT.

d. COLUMBIA DIVISION:

Engine heavier than 32% will not be operated.

10 M.P.H. over Bridge V-171.6. Engines will not work steam nor shall brakes be applied moving over this bridge.

15 M.P.H. over Bridges V-173.3, V-174.1 and V-174.6.

Loaded cars, gross weight exceeding 169,000 pounds will not be handled.

e. MOBERLY DIVISION:

15 M.P.H. 1200 feet in approach of and between home signals governing MKT Wabash Railroad crossing, Moberly.

10 M.P.H. over Bridge 0-92.7.

Engines heavier than 32% type will not be doubleheaded over Bridge 0-92.7.

f. HOLDEN DIVISION:

ALL TRAINS AND ENGINES RUN AT RESTRICTED SPEED BETWEEN PUZZLE SWITCH 700 FEET NORTH OF PAOLA PASSENGER STATION AND MO. PAC. JUNCTION INTER-LOCKER SOUTH OF PAOLA PASSENGER STATION EXPECTING TO FIND MAIN TRACK OCCUPIED OR SWITCHES SET AGAINST THEM.

All trains will flag Pearl Street crossing, Paola.

Loaded cars, gross weight exceeding 169,000 pounds will not be handled.

Engine heavier than 32% will not be operated.

g. ELDORADO DIVISION:

Loaded cars, gross weight exceeding 169,000 pounds will not be handled between Dederick and Eldorado Springs.

Engine heavier than 32% will not be operated.

7. AUTOMATIC BLOCK SIGNALS:

ST. LOUIS DIVISION:

Between M.P. 53.3 and M.P. 61.4

Between M.P. 97.9 and M.P. 102.4

Between M.P. 167.7 and M.P. 189.3

SEDALIA DIVISION:

Between M.P. 189.3 and M.P. 227.0

Between M.P. 227.7 and M.P. 228.8

Between M.P. 286.1 and M.P. 290.2

Between M.P. 381.5 and M.P. 386.2

Freight cut-off M.P. 382.8 and M.P. 383.5

- a. When automatic block signal under provisions of letter "A" at departing end of siding, yard or end of double track in direction train is moving is displaying stop indication, train or engine will stop short of signal. If signal remains at STOP and cause is unknown, conductor or engineer will communicate with dispatcher. Upon information from dispatcher that there is no opposing train in block, train or engine will be governed by Rule 343 Provision "P". Dispatcher will make record of information given.

If means of communication fails or dispatcher does not know that no opposing movement is involved, the train or engine may proceed, preceded by flagman to the next signal, except that it must wait five minutes after departure of flagman before proceeding, but when the next governing signal can be plainly seen to indicate proceed and track is seen to be clear, the train and engine will be governed by Rule 343 Provision "P".

- b. Automatic block signal and switch indicator rules govern movements Columbia Division trains between Columbia Division Jet. and south siding switch, McBaine, against all trains on St. Louis Division main track.

- c. Grade signal, black letter "G" on yellow disc, on mast of automatic block signal, will be authority for trains to proceed without stopping for such automatic block signal displaying "STOP" indication, observing the 10 and 5 M.P.H. speed restrictions and other requirements of Rule 343, provision "P".

- d. Flood detector located at M.P. 184.2 affects signals 1841 and 1850. When these signals display STOP indication, trains will be governed by Rule 343 and in addition will expect to find track washed out or damaged by high water.
- e. Trains must remain back of fouling point indicated by insulated rail joints, at signals, to permit clearing signals.
- f. In automatic block signal territory, where switch indicators not provided, and it cannot be determined from automatic block signal indication whether or not block is clear, a train or engine will not pass fouling point from any track onto main track until it is reasonably sure there is no train approaching, then immediately line main track switch, and wait four minutes before fouling main track. This time element to eliminate the likelihood of a train passing a proceed indication and to permit relining the main track switch should a train approach. This does not relieve crew from protecting their train in accordance with Rule 99.

8. AUXILIARY SIGNALS:

- a. At Lindale, unit displaying letter "M" located to right of emergency light, automatic block signal 2873, when lighted will be authority for southward trains to advance on main track to train order signal. Southward train order signal in 45 degree position or displaying yellow light, will cause "M" unit to be lighted and in this position indicates "STOP" for which clearance Form 117 is required.
- b. Green light below color light unit, Signal 1698, indicates train order signal, McBaine, at "PROCEED". No light indicates train order signal at "STOP".

9. REMOTE CONTROL SWITCHES:

- a. Both switches of sidings Griffith and Tower are electrically controlled. At these locations, inferior trains may proceed on main track to next signal, within the limits of the siding, against opposing superior trains, upon receiving "PROCEED" signal indication.
- b. North siding switch Sedalia and south siding switches Mahaney and North Clinton are handled by Towermen.

10. SPRING SWITCHES:

Designated by letter "S" on disc attached to switch stand below target located at North Switch Lick, South Switch Hoffman and North and South Switches Lindale. (Rule 104-f). Color light dwarf signal switch indicators located Lindale. "Red" indicates block occupied and "Yellow" indicates block clear. Rule 344 applies.

11. RAILROAD CROSSINGS:

a. SEDALIA DIVISION:

Mahaney	M.P. 226.3,	Mo. Pac. RR., Interlocking.
Sedalia	M.P. 227.7,	Mo. Pac. RR., protected by gate; normal position against Mo. Pac. RR. When gate is normal, M-K-T trains may proceed without stopping. (Rules 98 and 556-a).
North Clinton	M.P. 265.4,	SL-SF Ry., Interlocking.
Tower	M.P. 316.7,	Mo. Pac. RR., Interlocking.
Ft. Scott	M.P. 337.4,	SL-SF Ry., Stop signs. (Rule 556).
Ft. Scott	M.P. 337.6,	Mo. Pac. RR., Stop signs. (Rule 556).
Griffith	M.P. 339.1,	Mo. Pac. RR., Interlocking.
Walnut	M.P. 365.0,	AT&SF Ry., Interlocking.
Cross	M.P. 383.5,	MKT RR., Interlocking.

b. HOLDEN DIVISION:

Harrisonville	M.P. E-297.5,	Mo. Pac. RR., Electrically locked gate—normal position against MKT. Instructions posted in mechanism case. (Rule 556-a).
Harrisonville	M.P. E-298.0,	SL-SF Ry., Stop signs. (Rule 556).

- Paola M.P.E-329.9, Mo. Pac. RR., Electrically locked gate—normal position against MKT. Instructions posted in mechanism case. (Rule 556-a).
- Paola M.P.E-330.4, SL-SF Ry., Protected by derails against MKT, operated in connection with switches. Instructions on sign board at crossing. (Rules 98 and 104-g).

c. MOBERLY DIVISION:

- Moberly M.P.O- 70.5, Wabash RR., Automatic Interlocking. If signal does not clear as train approaches, and no movement approaching on Wabash tracks, member of crew will unlock switch box located in southeast angle of crossing and pull switch to "off" position, and then if no movement approaching on Wabash tracks will give proceed signal from the crossing. After train has cleared, switch must be restored to "on" position.
- Higbee M.P.O- 79.7, G. M. & O. RR., Protected by gate. Normal position against MKT. (Rule 556-a).

12. DOUBLE TRACK:

- a. Between Cross and North Yard, two main tracks known as "cut-off" will be used as double track and double track rules will govern unless otherwise directed.

13. YARDS PROTECTED BY YARD LIMIT BOARDS:

- | | |
|---|--|
| <p>a. ST. LOUIS DIVISION:
New Franklin—Franklin, inclusive.</p> <p>b. SEDALIA DIVISION:
Franklin—Boonville, inclusive.
Sedalia
Clinton
Lindale
Nevada (See Rule 2-c).
Ft. Scott
Parsons—North Yard—Cross.</p> | <p>c. COLUMBIA DIVISION:
Columbia</p> <p>d. MOBERLY DIVISION:
Moberly
New Franklin—
Franklin</p> <p>e. HOLDEN DIVISION:
Paola</p> |
|---|--|

14. WATER STATIONS OTHER THAN THOSE SHOWN ON SCHEDULE PAGES:

Grand River M.P. 270.3.

15. BULLETIN BOOKS LOCATED AT:

- | | |
|---|---|
| <p>Baden
Yard Office
Enginehouse</p> <p>Columbia
Telegraph Office</p> <p>Franklin
Yard Office
Enginehouse</p> <p>Sedalia
Telegraph Office</p> <p>Lindale
Telegraph Office</p> | <p>Parsons
Telegraph Office
North Yard Office
Crawford Avenue
Enginehouse</p> <p>Paola
Telegraph Office</p> <p>Eldorado Springs
Passenger Station</p> |
|---|---|

16. STANDARD CLOCKS LOCATED AT:

- | | |
|-----------------------------------|-------------------------------------|
| <p>Baden
Telegraph Office</p> | <p>Lindale
Telegraph Office</p> |
|-----------------------------------|-------------------------------------|

- | | |
|---|---|
| <p>Machens
Telegraph Office</p> <p>Columbia
Telegraph Office</p> <p>Franklin
Telegraph Office</p> <p>Sedalia
Telegraph Office</p> | <p>Tower
Telegraph Office</p> <p>Parsons
Telegraph Office,
Psgr. Sta.
North Yard Office</p> <p>Paola
Telegraph Office</p> |
|---|---|

17. IMPAIRED CLEARANCES:

- a. Main track bridges and structures having horizontal clearance between points 4 feet and 16 feet above top of rail, less than 7 feet 4½ inches.

Division	Mile Post	
St. Louis	93.4	Bridge No. 93.4.
St. Louis	178.9	Rocheport Tunnel.
Sedalia	227.0 227.1	Water columns.
Columbia	V-173.4	Bridge No. V-173.4.
Columbia	V-174.2	Bridge No. V-174.2.
All	Various	Swing spouts on water tanks.
All	Various	All mail cranes when pouches are hung.

- b. Main track bridges and structures having vertical clearance above top of rail less than 21 feet 6 inches:

Division	Mile Post	
St. Louis	93.4	Bridge No. 93.4.
St. Louis	178.9	Rocheport Tunnel.
Sedalia	255.3	Overpass.
Holden	E-284.3	Bridge No. E-284.3.
Holden	E-305.3	Bridge No. E-305.3.
Holden	E-323.6	Bridge No. E-323.6.
Moberly	O-92.7	Bridge No. O-92.7.
Columbia	V-171.6	Bridge No. V-171.6.

- c. Attention is called to the fact that engines, cars and loads on open top cars are of various heights and widths and there are also other bridges and structures over main and other tracks in approaching and passing which it is dangerous to stand erect on top of a covered car or high load on open top car; also that it is dangerous to be on the side of a car while passing through bridges, by buildings, platforms and other structures alongside main and other tracks.

18. STATIONS AND TRACKS NOT SHOWN ON SCHEDULE PAGES:

Station	Location	End Connected	Capacity
Black Walnut	M.P. 29.9	Both	28
Cul-De-Sac	M.P. 35.2	North	4
Bangert	M.P. 41.3	South	10
Watts	M.P. 56.9	Wye	
Defiance	M.P. 59.1	South	10
Klondike	M.P. 64.2	Both	28
Nona	M.P. 69.5	North	5
Peers	M.P. 81.2	South	19
Wilton	M.P. 157.5	North	8
Providence	M.P. 165.3	North	15
North Boonville	M.P. 190.7	South	15
Pioneer	M.P. 307.3	South	Mine
Hollister	M.P. 347.7	South	8
Estill	M.P. O-101.5	Both	28
West Line	M.P. E-311.4	Both	6

19. GOVERNING TIME TABLES AND RULES:

- CB&Q Railroad Rules govern between Machens and North Market, St. Louis.
- T.R.R.A. Rules govern between North Market and Union Station, St. Louis.
- Small figures shown at St. Louis, Baden and New Franklin indicate the advertised leaving and arriving time only.

20. MAIL CRANES LOCATED AT OTHER THAN STATIONS SHOWN ON SCHEDULE PAGES:

St. Louis Division ... M.P. 59.1 Defiance

- Trains Nos. 5 and 6 will exchange mail, either from mail box or depot at:

Beaman	Portland	Peers
Pleasant Green	Bluffton	Dutzow
Wainwright	Gore	Huntsdale

21. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES: (For revenue passengers unless otherwise provided.)
a. ST. LOUIS DIVISION:

Train	Station
5, 6	M.P. 59.1 Defiance
5, 6	M.P. 64.2 Klondike
5, 6	M.P. 81.2 Peers
5, 6	M.P. 93.7 Gore
5, 6	M.P. 157.5 Wilton

b. HOLDEN DIVISION:

Train	Station
57, 56	M.P. E-250 Sutherland
57, 56	M.P. E-283 Fenwick
57, 56	M.P. E-303 Prettyman
57, 56	M.P. E-312 West Line

- Nos. 5 and 6, West Alton, for passengers to or from MKT stations.

- Nos. 98 and 99 will carry passengers between Sedalia and Bryson.

22. ENGINE WHISTLE SIGNAL CODE AT INTERLOCKING PLANTS:
a. CROSS:

Sedalia to North Yard or		
North Yard to Sedalia	o	o
Sedalia to Parsons or		
Parsons to Sedalia	o	o

23. WATCH INSPECTORS:

St. Louis,	American Railroad Time Service, 720 Olive St.
	R. P. Wiggins and Co., 123 No. 18th St.
	Chas. F. Schmidt, 8328 Halls Ferry Road
Boonville,	Gmelich & Schmidt Jewelry Co.
Columbia,	J. A. Buchroeder
Holden,	O. T. Miller
Nevada,	Woodfill Jewelry Co., 110 E. Cherry St.
Parsons,	Pfeiffer Jewelry Co.
	F. G. Winkler
Paola,	Paola Jewelry Co.
Sedalia,	Zurcher Jewelry Co., 231 S. Ohio St.

24. ABBREVIATIONS:

W—Water
T—Turntable
S—Track Scales
Y—Wye
P—Telephone
C—Coal
O—Oil
D—Day Telegraph Office only
N—Day and Night Telegraph Office
NO—Night Telegraph Office only
M.P.H.—Miles per hour.

a. ABBREVIATIONS IN CONNECTION WITH M.P. LOCATIONS:

E—Holden Division
F—Eldorado Division
O—Moberly Division
V—Columbia Division.

25. RULES GOVERNING OPERATION OF DIESEL POWER AND OSCILLATING SIGNAL LIGHTS.

- a. Headlight on Diesel engines in road service must be burning dimly during daylight hours except will be extinguished when train turns out to meet another and has stopped clear of main track.
- b. Unless authorized Diesel-Electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than shown below:

Type of Diesel Locomotive	Depth of Water over Top of Rail
Passenger (36" wheels).....	3 inches
Freight (40" wheels).....	5 inches
Switch (40" wheels).....	5 inches
Rail Cars (M-11 and M-12) (36" wheels)...	3 inches

Maximum speed in all cases shall not exceed three miles per hour.

c. MARS OSCILLATING HEADLIGHT.

Certain Diesel engines are equipped with both a straight beam headlight and Mars Oscillating signal light. The straight beam headlight will be displayed in conformity with Rule 17 and 17(a) of Rules and Instructions of the Transportation Department. Mars Oscillating signal light is arranged to display either an oscillating white or red light. Except when display of oscillating red light is required by these special instructions, oscillating white light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions would impair vision and obscure the observance of an approaching train.

When a train becomes disabled or makes a sudden stop due to unusual occurrence or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation.

When protection of front of train is required, enginemen will immediately display oscillating red light.

When occupying main track meeting an opposing train, oscillating red light will be displayed. This operation automatically cuts out the regular headlight. Oscillating red light may be extinguished after switch has been set for opposing train to enter siding, this operation automatically cutting in the regular headlight unless it has been cut out by its regular control switch.

Oscillating signal light will be extinguished: When train turns out to meet another and has stopped clear of main track or is standing to meet a train at end of double track or junction. When standing or moving backwards in yards where yard engines are employed.

- d. **MARS OSCILLATING EMERGENCY REAR END LIGHT** will be displayed automatically when control switch is on the automatic position, either by an emergency application of the air brakes or by a reduction in the train speed to approximately 20 M.P.H., depending on which type of control is used. Master control switch, located on forward platform of car, has three positions marked "on manual", "off", and "on automatic". Normal position of the switch when car is on rear of train is "on automatic". Should automatic feature fail to function, a trainman will display the light manually by placing switch in "on manual" position. Switch will be turned to "off" position when train is clear of main track or in yards where light would interfere with switching operations. Red pilot light at master control switch when lighted indicates oscillating red light is burning.

Business cars 400, 401, 402 and 403 will be equipped with two additional pilot lights—one green and one red—located outside of the kitchen end platform door. The red light when lighted will indicate oscillating red light is burning and the green light when lighted will indicate controls are set for automatic operation.

Enginemen observing the emergency red light displayed either on head or rear end of train must stop immediately and must not pass red light until it has been ascertained that track is safe and clear for movement of the train.

This rule is in effect at all hours.

The use of the emergency red headlight and rear end light does not in any way relieve enginemen and trainmen from complying with Rules 99 and 442.

Enginemen and trainmen must familiarize themselves with the operation of these lights and are responsible for their operation.

SPEED TABLE

MILES PER HOUR	1 MILE IN		MILES PER HOUR	1 MILE IN	
	Min.	Sec.		Min.	Sec.
6	10		46	1	18
8	7	30	47	1	17
10	6		48	1	15
12	5		49	1	13
15	4		50	1	12
16	3	45	51	1	11
17	3	31	52	1	09
18	3	20	53	1	08
19	3	9	54	1	07
20	3		55	1	06
21	2	51	56	1	05
22	2	43	57	1	03
23	2	36	58	1	02
24	2	30	59	1	01
25	2	24	60	1	
26	2	18	61	0	59
27	2	13	62	0	58
28	2	8	63	0	57
29	2	4	64	0	56
30	2		65	0	55
31	1	56	66	0	55
32	1	52	67	0	54
33	1	49	68	0	53
34	1	46	69	0	52
35	1	43	70	0	51
36	1	40	71	0	51
37	1	37	72	0	50
38	1	35	73	0	49
39	1	32	74	0	49
40	1	30	75	0	48
41	1	28	76	0	47
42	1	26	77	0	47
43	1	24	78	0	46
44	1	22	79	0	46
45	1	20	80	0	45

TONNAGE RATINGS

LOCOMOTIVES		DIESEL		STEAM									
		3000 HP	4500 HP	64% Booster		64%		57%		32%			
FROM	TO			Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Baden.....	Franklin.....	3900	5845	10	3400	85	3050	79	2800	75	1500	45	
West Alton.....	Franklin.....			12	4350	109	4350	109	3780	95	2000	50	Excess
Franklin.....	Baden.....	5590	5780	10	4150	104	3600	90	3300	83	1500	45	
Franklin.....	West Alton.....			12	4600	115	4600	115	3780	95	2000	50	
Franklin.....	Sedalia.....	2390	3560	4	1950	47	1650	41	1500	38	840	21	
Sedalia.....	Franklin.....	2430	3640	5	2220	56	1850	46	1665	42	900	23	
Sedalia.....	Parsons.....	2830	4250	6	3000	75	2625	65	2375	60	1400	35	
Sedalia.....	Ft. Scott.....	3370	5000	8	3660	92	3050	76	2700	67	1470	37	Excess
Parsons.....	Sedalia.....	3270	4900	6	3250	83	2850	72	2450	66	1200	38	
Nevada.....	Sedalia.....	3500	5080	8	3600	90	3000	75	2700	67	1510	38	Excess
Franklin.....	Moberly.....			5					1730	43	1000	25	
Moberly.....	Franklin.....			5					1730	43	1000	25	
Moberly.....	Fayette.....			9					2600	65	1500	38	Excess
McBaine.....	Columbia.....			4							1000	25	
Columbia.....	McBaine.....			4							1200	30	
Bryson.....	Paola.....			4							770	20	
Bryson.....	Holden.....			5							1200	30	Excess
Paola.....	Bryson.....			4							880	22	
Holden.....	Bryson.....			6							1300	33	Excess
Walker.....	Eldo. Spgs.....			5							880	22	
Eldo. Spgs.....	Walker.....			5							1000	25	

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

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

	Weight of Car & Contents	Wt. of Freight
Carload perishable under ice.....	45 tons	16 tons
Carload perishable not under ice...	42 tons	16 tons
Refrs. loaded with LCL mdse.....	35 tons	8 tons
Other cars with LCL mdse.....	30 tons	8 tons
Live stock	37 tons	15 tons
Live poultry	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerator, add three tons for ice when moving under refrigeration.

Use following tonnage for tare weights on system cars:

1. Caboose:	Tons
341 to 350 incl.....	27
361 to 370, 796 to 820 incl.....	25
375 and 524 to 591 incl.....	18
411 to 523, 700 to 795, 871 to 907 incl.....	21
821 to 870 incl.....	22
2. Auto Cars	Tons
60001 to 60100 incl.....	26
61001 to 62100 "	30
63000 to 63025 "	31
45000 Series	27
46000 "	30

9. When stencilled tare weights on foreign cars are not obtained, use figures below:

Kind	Non-Devised Auto	Devised Auto	Box	Flat	Refrigerator	Stock	Tank	Coal	Hopper
Tons	25	26	22	21	26	Bedded 22 Clean 20	22	24	28

10. When actual tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly, for information of Assistant Auditor.

3. Box Cars	Tons
74000 and 170000 series.....	19
76001 to 78000 incl.....	22
80001 to 80494 "	25
79001 to 79157, 95000 to 96499 incl.....	23

4. Coal and Hopper Cars	Tons
23000 to 25380 incl.....	17
32000 to 33499 "	20
41000 to 41700 "	24
43001 to 43500 "	21
40001 to 40050 "	26
40500 to 40700 "	30
40801 to 40950 "	25

5. Flat Cars	Tons
13000 to 13139, 113000 to 113120 incl.....	21
13201 to 13500 incl.....	19

6. Stock Cars	Tons
47000 to 47500 incl.....	22

7. Tank Cars	Tons
116000 to 117019 incl.....	22

8. For loaded and empty stock cars, add two tons for bedding.

EMPLOYEES' HOSPITAL ASSOCIATION:

Dr. R. S. Kieffer, Chief Surgeon, 1831 Ry. Exchange Bldg.,
St. Louis, Mo.

STATION	NAME
St. Louis, Mo.....	Dr. V. B. Kieffer, Divn. Surgeon, 402 Lister Bldg.
	Dr. D. J. Verda, Consulting Surgeon, 402 Lister Bldg.
	Dr. Olney A. Ambrose, Gastroenterologist, 4660 Maryland
	Dr. M. F. Engman, Dermatologist, Beaumont Medical Bldg.
	Dr. M. F. Engman, Jr., Dermatologist, Beaumont Medical Bldg.
	Dr. E. P. Weber, Dermatologist, Beaumont Medical Bldg.
	Dr. J. P. Murphy, Ear, Nose & Throat, Lister Bldg.
	Dr. F. C. Sullivan, Oral Surgeon, Railway Exchange Bldg.
	Dr. Clyde P. Dyer, Oculist, Metropolitan Bldg.
	Dr. Harvey D. Lamb, Oculist, Missouri Theatre Bldg.
	Dr. William Harold Bailey, Ophthalmologist, Missouri Theatre Building.....
	Dr. Roland M. Klemme, Neurological Surgeon, 4952 Maryland Ave.
	Dr. Leland Alford, Neurologist, University Club Bldg.
	Dr. Leo Bartels, Urologist, Frisco Bldg....
	Dr. Wm. B. Kountz, Consulting Cardiologist, Lister Bldg.
	Dr. George F. Rendleman, Local Surgeon, 933 Arcade Bldg.
	Dr. John Patrick Murphy, Consulting Orthopedic Surgeon, Missouri Theatre Bldg..
	*Dr. W. A. Younge, Local Surgeon, 2337 Market St.
	*Dr. Edward L. Grant, Oral Surgeon, 11 N. Jefferson
N. St. Louis, Mo.....	Dr. H. F. Miller, 8410 N. Broadway.....
Sedalia, Mo.....	Dr. M. P. Shy, Consulting Surgeon, 111 W. Fourth Street
	Dr. J. W. Boger, Local Surgeon.....
	Dr. J. B. Carlisle, Division Surgeon, 314 S. Ohio Street
	Dr. W. E. Pearl, Oral Surgeon
	Dr. C. H. Brady, Oculist.....
Parsons, Ks.....	Dr. A. C. Baird, Division Surgeon, M.K.T. Hospital
	Dr. N. C. Morrow, Divn. Surgeon, M.K.T. Hospital
	Dr. J. D. Pace, Asst. Division Surgeon.....
	Dr. T. D. Blasdel, Oculist.....

STATION	NAME
	Dr. J. E. Lightfoot, Oral Surgeon
	Dr. G. K. Giessmann, Oral Surgeon.....
Augusta, Mo.....	
Appleton City, Mo.....	Dr. A. L. Hansen.....
Boonville, Mo.....	Dr. T. C. Beckett, Division Surgeon.....
	Dr. W. E. Stone.....
	Dr. G. W. Winn.....
	Dr. F. L. Shields, Oral Surgeon.....
Clinton, Mo.....	Dr. G. S. Walker.....
	Dr. Hugh B. Walker.....
Columbia, Mo.....	Dr. Frank G. Nifong, Consulting Surgeon
	Dr. Edwin C. Schmidtke.....
	Dr. Karl D. Dietrich.....
	Dr. C. R. Bruner, Oculist.....
Eldorado Springs, Mo...	Dr. J. W. Dawson.....
Fayette, Mo.....	Dr. W. A. Bloom.....
	Dr. Wm. J. Shaw.....
Fort Scott, Ks.....	Dr. C. F. Young.....
	Dr. J. R. Newman.....
	Dr. W. T. Wilkening.....
Hermann, Mo.....	Dr. Howard Workman.....
(Serves McKittrick, Mo.)	
Holden, Mo.....	Dr. Kelly Rawlins.....
Harrisonville.....	Dr. H. B. Neis
Jefferson City, Mo.....	Dr. Hugh W. Maxey.....
Marthasville, Mo.....	Dr. H. H. Schmidt.....
McBaine, Mo.....	Dr. F. B. Williamson.....
Moberly, Mo.....	Dr. J. Will Fleming Jr.....
Mokane, Mo.....	Dr. W. H. Williamson.....
Montrose, Mo.....	Dr. W. E. Baggerly.....
New Franklin, Mo.....	Dr. G. L. Chamberlain.....
Nevada, Mo.....	Dr. F. L. Martin.....
	Dr. W. S. Love.....
	Dr. R. B. Wray.....
Pilot Grove, Mo.....	Dr. Chas. Sandy.....
Paola, Ks.....	Dr. P. A. Pettitt.....
St. Charles, Mo.....	Dr. Calvin Clay.....
Windsor, Mo.....	Dr. H. M. Wall.....

*For colored employes only.