

MAKE EVERY TRIP A SAFETY TRIP



R. B. GEORGE
Assistant Superintendent

A. A. TWILLMAN
W. W. HUFF
Road Foremen of Engines

D. E. DOYLE
Chief Dispatcher

C. BIGGERSTAFF
C. WEBB

Q. W. SCHROER
Dispatchers
Franklin, Missouri

R. L. BURNETTE
C. CLARK



**ROAD FOREMEN OF ENGINES HAVE THE SAME
AUTHORITY AS ASSISTANT SUPERINTENDENT
WHILE ON LINE OF ROAD.**

Missouri-Kansas-Texas Railroad Company

EMPLOYEES'

TIME TABLE

No. 26

EASTERN DIVISION

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

Monday, May 1, 1950

Superseding Previous Time Table

FOR THE INFORMATION AND GUIDANCE
OF EMPLOYEES ONLY

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

O. L. CRAIN
Superintendent

J. H. LITTLE
General Superintendent
of Transportation

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

B. A. McDONALD
Superintendent of Rules-Safety

MAXIMUM SPEED MPH OBSERVING PERMANENT SPEED RESTRICTION SIGNS, SPEED RESTRICTIONS OR OTHER RESTRICTIVE CONDITIONS

		Machens and Mokane	Mokane and Easley	Easley and Franklin	Franklin and Parsons	McBaine and Columbia	Franklin and Moberly	Bryson and Paola	Walker and Eldo. Spgs.
First Class Trains and Passenger Extras	Diesel	55	50	55	55	25	35	20	15
	Steam	55	50	55	55	25	35	20	15
Freight Trains and Light Engines	Diesel	40	40	40	40	20	25	20	15
	Steam	40	40	40	40	20	25	20	15
Exceptions Train No. 81		45	45	45	45				

Frt. Diesel engines handling Psgr. Trains. Authorized speed of train being handled but not exceeding 55 MPH.

Frt. Steam engines handling Psgr. Trains. Authorized speed for No. 81 unless otherwise provided.

Diesel Road and Switch Engines or Road Switchers (See Note 1)

Road service or towed in train....	40	40	40	40	20	25	20	15	
Yard service	All Yards 25 MPH								

Steam Road Engines

Towed in Train (Main Rods up) (See Note 2)	20	20	20	20	20	20	20	15
Towed in Train (Main Rods removed) (See Note 2)	30	30	30	30	20	25	20	15
Backing up (With or without cars)	25	25	25	25	15	15	15	15

Steam Switch Engines

Light or Towed in Train	20	20	20	20	20	20	20	15
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Trains Handling

Steam Derrick	30	30	30	30	15	20	15	10
Ditchers (Boom Attached)	25	25	25	25	20	25	20	15
Scale Test Car X-1658 Handle Next Ahead Caboose	25	25	25	25	20	25	20	15
File Drivers	25	25	25	25	20	25	20	15

Diesel Road or Switch (Exception—As provided in Note 1)

(One or more units of) Handle next to pulling engine of through trains and behind short cars of train setting out or picking up.

Any Diesel Engine

Must have air brakes in operation and when set out must be coupled to car or cars with sufficient hand brakes set to hold; hand brakes must be released while being handled dead in train, and it must not be placed next to cars of pipe, poles, or loads liable to shift.

Double Heading Diesel With Steam Engine

Passenger trainsOperate Diesel engine in lead. Speed restrictions for steam engine applies.

Freight trainsOperate Steam engine in lead. Speed restrictions for steam engine applies.

Through Turnouts

Passenger20

Freight15

Supplement to Rule 10 (h). Permanent Speed Restriction Signs:

(Yellow sign black numerals). Effective on all Subdivisions, located as near one (1) mile as conditions will permit in advance of where speed restricted. Resume Speed Sign (Green) at point where restrictions end.

NOTE 1. All 70-ton road switchers to be handled next ahead of caboose.

NOTE 2. Steam road engines must be handled not more than 10 cars from hauling engine; not less than 5 cars between hauling engine and first dead engine, nor between any two dead engines.

SOUTHWARD TRAINS

ST. LOUIS SUBDIVISION

NORTHWARD TRAINS

Horizontal instead of Vertical

Horizontal instead of Vertical

THIRD CLASS		SECOND CLASS	FIRST CLASS	Distance from St. Louis	TIME TABLE No. 26		Symbols and Capacity of sidings	FIRST CLASS	THIRD CLASS			
77	75	81	5		Effective 12:01 A. M. May 1, 1950			6	72	78	74	
Freight Daily	Freight Daily	Freight Daily	Passenger Daily		STATIONS		Passenger Daily	Freight Daily	Freight Daily	Freight Daily		
			PM 10.47	0.0	Joint Track C.B. & Q.	ST. LOUIS	US	P				
				8.7		8.7	—					
PM 9.00	AM 7.30	PM 7.00			N	BADEN	K	WTSYO DF Yard P	PM 3.00	PM 8.00	AM 2.00	
				26.9	N	MACHENS	TJ	103 WP	f 6.30	PM 1.00	PM 6.30	AM 12.15
PM 9.40	AM 8.20	PM 7.35	f 11.25	32.1		SIMPSON		118 P	6.20	12.45	6.18	12.05 AM
9.52	8.28	7.42	11.31	39.2	N	ST. CHARLES	CH	146 WP	s 6.05	12.27	6.01	11.46
10.06	8.40	7.52	s 11.46	47.1		JACOBS		115 P	5.42	12.07 PM	5.42	11.15
10.20	8.53	8.03	11.57	54.6	Auto-matic Block Signals	7.5						
10.34	9.05	8.13	AM 12.07	60.7		WELDON		150 P	5.25	11.52	5.26	11.02
10.52	9.14	8.22	s 12.16	66.4	D	MATSON	MY	86 WP	s 5.11	11.39	5.13	10.52
11.04	9.22	8.30	s 12.24	74.0	NO	AUGUSTA	AU	116 P	s 4.59	11.27	5.01	10.41
11.18	9.32	8.41	f 12.33	77.9		DUTZOW		86 P	s 4.43	11.11	4.45	10.27
11.26	9.38	8.47	s 12.43	84.8	D	MARTHASVILLE	MV	147 P	s 4.35	11.03	4.37	10.19
11.38	9.49	8.57	s 12.53	88.9	D	TRELOAR	RT	29 P	s 4.18	10.50	4.23	10.06
11.46	9.55	9.03	f 12.59	97.0		BERNHEIMER		111 P	f 4.10	10.42	4.14	9.57
AM 12.01	10.07	9.14	f 1.09	100.7	Auto-matic Block Signals	8.1						
12.10	10.17	9.19	s 1.21	104.9		CASE		56 P	f 3.57	10.25	3.57	9.43
12.19	10.23	9.25	s 1.28	110.8	N	McKITTRICK	MC	116 WYO P	s 3.49	10.17	3.49	9.35
12.32	10.31	9.33	s 1.37	116.0	D	EHINELAND	RD	69 P	s 3.28	9.58	3.40	9.25
12.44	10.39	9.40	s 1.46	121.4		BLUFFTON		130 P	s 3.17	9.46	3.28	9.12
12.55	10.47	9.48	s 1.53	125.1		FORTLAND		68 P	s 3.08	9.35	3.17	9.03
1.02	10.53	9.53	s 1.59	131.2	N	STEEDMAN		61 P	s 2.58	9.23	3.05	8.54
1.14	11.03	10.02	s 2.09	137.6	D	MOKANE	MO	153 WP	s 2.50	9.16	2.57	8.46
1.26	11.14	10.11	f 2.24	143.3		TEBBETTS	BE	115 P	s 2.37	9.04	2.44	8.35
1.37	11.23	10.19	s 2.31	146.3		WAINWRIGHT		117 P	f 2.24	8.50	2.30	8.22
1.43	11.28	10.23	2.37	153.5	NO	NORTH JEFFERSON	JB	45 P	s 2.16	8.37	2.17	8.11
2.00	11.40	10.33	s 2.48	162.4		FOUGHNER		117 P	2.11	8.31	2.11	8.05
2.23	11.54	10.45	f 3.00	169.5	D	HARTSBURG	HU	145 P	s 2.00	8.15	1.56	7.52
2.45	PM 12.05	10.55	s 3.25	171.7	Automatic Block Signals	8.9						
				178.4		EASLEY		111 P	f 1.47	7.57	1.37	7.35
2.51	12.09	10.58	s 3.31	181.9	NO	McBAINE	AN	71 WP	s 1.35	7.42	1.21	7.23
3.05	12.20	11.07	s 3.42	189.1		Columbia Subdivision Jct.						
3.12	12.26	11.12	3.47			HUNTSDALE		117 P	s 1.27	7.37	1.16	7.18
3.30 AM	12.40 PM	11.22 PM	4.01 AM		D	ROCHEPORT	CA	56 P	s 1.17	7.22	1.02	7.05
77	75	81	5			NIEHAUS		117 P	1.11	7.15	12.55	6.59
27.8	37.4	42.9	35.3		N	FRANKLIN	FR	WTSYO DF Yard P	12.55 AM	7.00 AM	12.40 PM	6.45 PM
						189.1			6	72	78	74
Average speed per hour.....								29.0	27.0	27.8	29.5	

FOURTH CLASS	THIRD CLASS		SECOND CLASS	FIRST CLASS	Symbols and Capacity of Sidings	TIME TABLE No. 26		Distance from St. Louis	FIRST CLASS	THIRD CLASS			FOURTH CLASS	
	99	75	77	81		5	Effective 12:01 A. M. May 1, 1950		6	78	74	72	94	98
Way	Freight	Freight	Freight	Passenger		STATIONS		Passenger	Freight	Freight	Freight	Way	Way	
Monday Wed. Friday	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Except Sunday	Tuesday Thursday Saturday	
	PM 1.10	AM 5.00	PM 11.30	AM 4.10	WTSYO DF P Yard	N FRANKLIN FR	189.1	AM 12.45	AM 11.45	PM 6.20	AM 5.25	AM 11.20		
						— 2.0 Mo. River Bridge Interlocking	191.1							
	1.18	5.10	11.35	s 4.20	P 55	BOONVILLE	191.7	s 12.37	11.33	6.05	5.10	11.10		
	1.30	5.24	11.47	4.29	P 84	LICK	197.0	12.25	11.22	5.50	5.00	10.55		
	1.42	5.39	11.59	s 4.39	P 62	N PILOT GROVE PG	203.4	s 12.14	11.11	5.35	4.49	10.40		
	1.48	5.47	AM 12.08	4.43	P 132	HOFFMAN	206.3	12.08	11.05	5.28	4.43	10.32		
	1.54	5.56	12.14	s 4.49	P 16	PLEASANT GREEN	209.2	s 12.01 AM	10.57	5.20	4.32	10.27		
	2.06	6.12	12.25	s 5.01	P 93	CLIFTON CITY	215.5	s 11.51	10.46	5.05	4.21	10.15		
	2.20	6.27	12.34	s 5.10	P 142	BEAMAN	221.1	s 11.42	10.35	4.55	4.10	10.02		
	2.32	6.50	12.44	5.20	P 81	MAHANEY Mo. Pac. Interlocking	226.3	11.33	10.25	4.45	4.00	9.50		
PM 6.30	2.36	7.01	12.48	s 5.45	P WSY 118	N SEDALIA SA	227.1	s 11.30	10.20	4.40	3.55	9.45	AM 8.00	
						Mo. Pac. Crossing Gate	227.7							
6.40	2.43	7.10	12.53	5.52	P 145	CAMPBELL	230.8	11.11	10.10	4.33	3.45	9.05	7.48	
6.55	2.57	7.33	1.07	s 6.04	P 90	D GREENRIDGE Q	239.2	s 11.01	9.50	4.16	3.27	8.40	7.33	
7.05 PM	3.05	7.46	1.13	6.12	P	BRYSON	243.8	10.55	9.40	4.08	3.18	8.25	7.15 AM	
	3.11	8.15	1.19	s 6.23	P 90	N WINDSOR NR	247.8	s 10.49	9.30	3.59	3.10	8.15		
	3.23	8.35	1.30	s 6.34	P 54	CALHOUN	255.5	s 10.30	9.10	3.44	2.54	7.35		
	3.35	8.55	1.37	f 6.42	P 103	LEWIS	259.7	f 10.24	8.55	3.35	2.45	7.10		
	3.44	9.10	1.45	6.52	P 116	N NORTH CLINTON CB	265.4	10.17	8.43	3.25	2.35	6.52		
	3.49	9.18	1.47	s 7.10	P 47	S.L.-S.F. Interlocking	266.6	s 10.14	8.38	3.20	2.32	6.24		
	4.01	9.48	1.57	s 7.20	P 90	CLINTON	273.4	s 10.02	8.22	3.08	2.20	5.57		
	4.13	10.18	2.08	s 7.31	P 90	LADUE	280.2	s 9.52	8.05	2.55	2.08	5.30		
	4.25	10.38	2.16	s 7.41	P 79	D MONTROSE MS	285.7	s 9.41	7.55	2.45	1.45	5.10		
	4.29 PM	11.20 AM	2.20 AM	f 7.45 AM	WSYO P Yard	D APPLETON CITY AY	287.9	9.33 PM	7.45 AM	2.40 PM	1.40 AM	5.00 AM		
99	75	77	81	5		N LINDALE ND		6	78	74	72	94	98	
28.6	29.8	15.6	34.9	27.6		.....Average speed per hour.....		30.8	24.7	26.9	26.3	15.6	22.3

Franklin and Parsons will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

SOUTHWARD TRAINS

SEDALIA SUBDIVISION

NORTHWARD TRAINS

3

THIRD CLASS				SECOND CLASS	FIRST CLASS	Symbols and Capacity of Sidings	TIME TABLE No. 26 Effective 12:01 A. M. May 1, 1950	Distance from St. Louis	FIRST CLASS	THIRD CLASS			FOURTH CLASS
75	77	81	5	6	78				74	72	96		
Freight	Freight	Freight	Passenger	Passenger	Freight				Freight	Freight	Way		
Daily	Daily	Daily	Daily					Daily		Daily	Daily	Daily	Daily Except Sunday
PM 4.29	AM 11.20	AM 2.20	AM 8.05	WYSO P Yard	Auto-Block Signals	N LINDALE ND	287.9	s PM 9.33	AM 7.30	PM 2.40	AM 1.40	PM 12.30	
4.38	11.40	2.30	s 8.17	P 38		D ROCKVILLE RK	294.5	s 9.23	7.18	2.26	1.24	12.10 PM	
4.44	11.55	2.36	s 8.26	P 90	D SCHELL CITY SC	298.4	s 9.16	7.11	2.18	1.15	11.55		
4.53	PM 12.15	2.43	s 8.36	P 54	D HARWOOD HD	303.5	s 9.08	7.01	2.07	1.04	11.30		
5.04	12.35	2.51	s 8.47	PY 90	D WALKER WR	309.3	s 8.59	6.50	1.55	12.49	11.05		
5.16	1.01	3.01	8.59	P 105	N TOWER NA	316.7	8.48	6.39	1.42	12.33	10.30		
5.17	1.03	3.02	s 9.10	WPY	Mo. Pac. Interlocking 0.4								
5.31	1.27	3.11	9.19	P 78	NEVADA	317.1	s 8.45	6.37	1.40	12.30	10.28		
5.38	1.45	3.16	s 9.26	P 92	ELLIS	323.4	8.31	6.23	1.27	12.16	10.05		
6.15	2.00	3.22	f 9.33	P 100	DEERFIELD	326.9	s 8.26	6.15	1.20	12.09	9.50		
					N EVE V	331.2	f 8.19	6.05	1.12	12.01 AM	9.33		
					S. L.—S. F. Crossing Unprotected 0.2								
					Mo. Pac. Crossing Unprotected 0.6	337.4							
6.53	2.45	3.35	s 9.51	WP 47	FORT SCOTT	338.2	s 8.05	5.50	12.57	11.44	8.45		
6.56	2.50	3.38	9.54	P 144	N GRIFFITH XR	339.1	7.58	5.45	12.55	11.41	7.50		
7.15	3.05	3.49	10.03	P 91	Mo. Pac. Interlocking 6.1								
7.40	3.22	3.59	s 10.14	P 91	RONALD	345.2	7.49	5.31	12.46	11.30	7.30		
7.57	3.37	4.09	s 10.27	WP 66	D HIATTVILLE HI	351.1	s 7.40	5.20	12.37	11.20	7.10		
8.15	3.54	4.20	s 10.40	P 67	D HEPLER PR	358.0	s 7.27	5.05	12.25	11.05	6.45		
8.30	4.14	4.31	s 10.52	P 150	N WALNUT WA	365.0	s 7.17	4.50	12.12 PM	10.50	6.25		
8.45	4.30	4.40	s 11.04	P 90	A.T.&S.F. Interlocking 7.9								
8.52	4.40	4.45	11.10	P	D ST. PAUL OM	372.9	s 7.08	4.31	11.59	10.35	6.01		
9.00	4.45	4.50		P	SOUTH MOUND	379.5	s 6.58	4.10	11.49	10.21	5.40		
9.30 PM	6.00 PM	5.00 AM		WTSYO DF Yard	STOCKER	382.6	6.52	3.58	11.42	10.13	5.15		
			11.25 AM		N Kas. City Divn. Crossing 0.9								
					N CROSS Interlocking 2.5	383.5		3.55	11.40	10.10	5.10		
					NORTH YARD	386.0		3.45 AM	11.30 AM	10.00 PM	5.00 AM		
					N PARSONS GO	386.6	6.45 PM						
75	77	81	5					6	78	74	72	96	
19.6	14.7	36.8	29.6					35.8	26.2	31.0	26.8	13.1	
.....Average speed per hour.....													

Franklin and Parsons will be the initial and terminal stations for trains 5 and 6 and Franklin and North Yard will be the initial and terminal stations for Second and inferior class schedules of combined pages 2 and 3 of the Sedalia Subdivision.

4 HOLDEN SUBDIVISION

SOUTHWARD
TRAINS

TIME TABLE No. 26

NORTHWARD
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 1, 1950		Symbols and Capacity of Sidings	Fourth Class
57 Mixed		STATIONS			56 Mixed
Monday Wed. Friday					Tuesday Thurs. Saturday
PH 7.05	248.8		BRYSON 11.9	80 P	AM 7.15
s 7.40	255.7	D	LEETON 3.1	20	s 6.30
f 7.50	258.8		POST OAK 5.9	18	f 6.19
f 8.13	264.7		CHILHOWEE 4.7	17	f 5.59
s 8.28	269.4		MAGNOLIA 6.8	20	s 5.44
s 9.01	276.2	D	HOLDEN HN 10.8	23 W	s 5.16
f 9.35	287.0		GUNN CITY 3.7	13	s 4.38
s 9.46	290.7	D	EAST LYNNE YN 6.8	33	s 4.25
s 10.16	297.5	D	HARRISONVILLE RO Mo. Pac. Crossing Electrically Locked Gate 0.5	29	s 3.59
	298.0		S.L.-S.F. Crossing Unprotected 8.8		
s 10.46	306.8	D	FREEMAN RA 10.0	22	s 3.23
s 11.16	316.8	D	LOUISBURG UI 13.1	24	s 2.48
	329.9		Mo. Pac. Crossing Electrically Locked Gate 0.2		
AM s 12.20	330.1	D	PAOLA "A" PO 0.8	18	s 2.05
	330.4		S.L.-S.F. Crossing 0.1		
12.30 AM	330.5	N	PAOLA "D" PD 86.7	Yard WT	1.30 AM
57					56
16.0			.....Average speed per hour.....		15.1

ELDORADO SUBDIVISION

SOUTHWARD
TRAINS

TIME TABLE No. 26

NORTHWARD
TRAINS

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 1, 1950		Symbols and Capacity of Sidings	Fourth Class
53 Way		STATIONS			52 Way
Daily Except Sunday					Daily Except Sunday
PH 1.35	309.8	D	WALKER 6.8	95 YP	AM 7.45
2.04	316.1		DEDERICK 7.1	8	7.16
2.35 PH	323.2		ELDORADO SPGS. 18.9	14 Y	6.45 AM
53					52
18.9			.....Average speed per hour.....		13.9

MOBERLY SUBDIVISION

Southward Trains

TIME TABLE No. 26

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 1, 1950		Symbols and Capacity of Sidings	Fourth Class
51 Mixed		STATIONS			50 Mixed
Daily Except Sunday					Daily Except Sunday
AM 11.00	224.1	D	MOBERLY MF 0.6	44 WYP	AM 10.00
	223.5		Wabash Crossing (Auto. Interlocking) 9.1		
s 11.25	214.4	D	HIGBEE H 0.1	40 YP	s 9.05
			G.M.&O. R.R. Crossing Gate 8.4		
f 11.50	205.9		BURTON 6.7	25 P	f 8.35
s 12.20 PH	199.2	D	FAYETTE FD 10.1	38 P	s 8.15
f 12.50 PH	189.1	N	FRANKLIN FR 0.8	Yard P WTSYO DF	f 7.35 AM
1.00 PH	188.8		NEW FRANKLIN 35.8		7.30 AM
51					50
19.1			.....Average speed per hour.....		14.5

COLUMBIA SUBDIVISION

Southward Trains

TIME TABLE No. 26

Northward Trains

Fourth Class	Distance from St. Louis	Effective 12:01 A. M. May 1, 1950		Symbols and Capacity of Sidings	Fourth Class
65 Mixed		STATIONS			66 Mixed
Daily Except Sunday					Daily Except Sunday
AM 4.30	178.8	D	COLUMBIA CU 3.8	Yard P	AM 4.05
5.00 AM	169.5	N	McBAINE AN 3.8	77 WP	3.35 AM
65					66
17.6			.....Average speed per hour.....		17.6

1. SUPERIORITY OF TRAINS:

- a. NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.
- b. Between Poole and Signal 3862 (Sedalia Subdivision), and between Poole and Signal 1357 (Kansas City Subdivision); trains have no time table superiority and trains and engines will run at RESTRICTED SPEED expecting to find other trains, engines or cars standing or moving in either direction on any track.

2. RULE 99 (j) AUTHORIZED ON:

St. Louis Subdivision, between McBaine and Franklin.
Sedalia Subdivision, between Franklin and Mo. Pac. Interlocking Sedalia.

3. FORM Y TRAIN ORDER AUTHORIZED ON:

All Subdivisions.

4. EXCEPTIONS TO RULE 93 (a):

In the following territory, second and inferior class trains, extra trains and engines may accept a "CLEAR" indication, per Rule 281, of a block signal to supersede requirements of Rule 93(a).

Sedalia Subdivision

- a. Between Yard Limit Sign just south of Signal 1936 and old Yard Limit Sign south of South Switch Franklin.
- b. Between Yard Limit Signs Lindale.

5. EXCEPTIONS TO RULE 93:

Main track yard movements must secure train order Form E against all trains:

1. Between Yard Limit Sign just south of Signal 1936 and old Yard Limit Sign south of South Switch Franklin.
2. Between Yard Limit Signs Lindale.

6. WHERE TRAINS WILL REPORT FOR CLEARANCE OTHER THAN AS REQUIRED BY RULE 83(a) (last paragraph).

Cross, instead of North Yard.

7. EXCEPTIONS TO RULE 83(a) (last paragraph):

Unless train order signal displays "Stop", regular trains may leave their initial stations without clearance at following points:

Walker, No. 53	Bryson, Nos. 57 and 98	McBaine, No. 66
Eldorado Springs, No. 52	Columbia, No. 65	Moberly, No. 51

8. REGISTER STATIONS:

Following trains will register at other than register stations.

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

9. SPEED AND OTHER RESTRICTIONS:

a. Sedalia Subdivision

15 M.P.H. over Mo. Pac. Shop Track crossing, Sedalia.

Movements of trains are authorized without train orders between North Yard and Cross, on two tracks, known as "Cut-off" Designated:

- (1) West track for southward movements.
- (2) East track for Northward movements.

Movements must use designated track unless otherwise instructed by Yardmaster, Rule 105.

b. Columbia Subdivision

10 M.P.H. over Bridge V-171.6. Engines will not work steam nor apply brakes while 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.
Not safe for engines larger than 32%.

c. Moberly Subdivision

15 M.P.H. 1200 feet in advance of and between Absolute Signals governing MKT-Wabash Railroad Crossing, Moberly.
10 M.P.H. over Bridge 0-92.7.
Engines larger than 32% will not be double headed over Bridge 0-92.7.

d. Holden Subdivision

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

All trains will flag highway crossing just south of Pearl street, Paola.

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

Not safe for engines larger than 32%.

e. Eldorado Subdivision

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

Not safe for engines larger than 32%.

f. All Subdivisions

Capacity of Sidings as shown on schedule pages are based on 48 feet less 160 feet allowable for 3 unit diesel engines.

Unless authorized, Diesel-Electric engines will 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 Engine	Depth
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 3 MPH.	

10. EXCEPTION TO RULE 5; TIMETABLE OR TRAIN ORDER RESTRICTIONS APPLY AT:

First class trains and Psgr. extras taking siding at New Franklin use House Track west of Main Track and at Franklin use Old Moberly Main and Short "Wye" track.

11. AUTOMATIC BLOCK SIGNALS BETWEEN:**a. St. Louis Subdivision**

M.P. 53.3 and M.P. 61.4
 M.P. 97.9 and M.P. 102.4
 M.P. 167.7 and M.P. 189.3

Green light below color light unit, Signal 1698, indicates train order signal, McBaine, at "PROCEED". No light indicates train order signal at "STOP".

b. Sedalia Subdivision

M.P. 189.3 and M.P. 227.0
 M.P. 227.7 and M.P. 228.8
 M.P. 286.1 and M.P. 290.2
 M.P. 381.5 and M.P. 386.2
 M.P. 382.8 and M.P. 383.5 (Frt. cutoff)

Southward trains on main track restricted at Appleton City remain back of "end of block sign" if necessary, to prevent signal 2874 from displaying "STOP" indication.

FLOOD INDICATORS**St. Louis Subdivision**

M.P. 184.2 Affects Signals 1841 and 1850.
 Trains finding these signals displaying "STOP" indication will also look out for track washed out or damaged by high water.

BLOCK INDICATORS RULE 355**Sedalia Subdivision**

Color light block indicators at spring switches Lindale, are located at fouling point and are designated by letter "B."

12. REMOTE CONTROL SIDINGS RULE 425:

Griffith
 Tower

13. REMOTE CONTROL SWITCHES:

Stocker

14. SPRING SWITCHES:

Lick.....north switch, siding.
 Hoffman.....south switch, siding.
 Clifton City.....north switch, siding.
 Beaman.....north switch, siding.
 Mahaney.....north switch, siding.
 Lindale.....both switches, siding.

15. RAILROAD CROSSINGS:**a. Sedalia Subdivision**

Mahaney.....M.P. 226.3, Mo. Pac. R.R., Interlocking.
 Sedalia.....M.P. 227.7, Mo. Pac. R.R., Gate. Normally against Mo. Pac. Rule 98.
 No. Clinton.....M.P. 265.4, SL-SF R.R., Interlocking.
 Tower.....M.P. 316.7, Mo. Pac. R.R., Interlocking.
 Ft. Scott.....M.P. 337.4, SL-SF R.R., Stop signs Rule 98.
 Ft. Scott.....M.P. 337.6, Mo. Pac. R.R., Stop signs Rule 98.
 Griffith.....M.P. 339.1, Mo. Pac. R.R., Interlocking.
 Walnut.....M.P. 365.0, AT&SF R.R., Interlocking.
 Cross.....M.P. 383.5, M-K-T R.R., Interlocking.

b. Holden Subdivision

Harrisonville—M.P. E-297.5, Mo. Pac. R.R. Electrically locked Gate—Normally against M-K-T. Instructions in mechanism case. Rule 98.

Harrisonville—M.P. E-298.0, SL-SF R.R., Stop Signs. Rule 98.

Paola—M.P. E-329.9, Mo. Pac. R.R., Electrically locked Gate—Normally against M-K-T. Instructions in mechanism case. Rule 98.

Paola—M.P. E-330.4, SL-SF R.R., Protected by derails against M-K-T, operated in connection with switches. Instructions on sign at crossing. Rule 98.

c. Moberly Subdivision

Moberly—M.P. 0-78.5, Wabash R.R., Automatic Interlocking. Operating instructions posted at crossing.

Higbee—M.P. 0-79.7, GM&O R.R., Gate. Normally against M-K-T. Rule 98.

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

Grand River M.P. 270.8

17. YARDS PROTECTED BY YARD LIMIT SIGNS:**St. Louis Subdivision**

New Franklin }
 Franklin } One Yard

Columbia Subdivision

Columbia

Moberly Subdivision

Moberly
 New Franklin }
 Franklin } One Yard

Holden Subdivision

Paola

Sedalia Subdivision

Franklin }
 Boonville } One Yard

Sedalia

Clinton

Lindale

Nevada

Ft. Scott

Parsons

North Yard }
 Cross } One Yard

18. STANDARD TIME**a. Watch Inspection—Time Comparison**

Watches that have been examined and certified to by a designated watch inspector must be used by Superintendents, Assistant Superintendents, Trainmasters, Road Foremen of Engines, District Engineers, Roadmasters, Yardmasters, Train Dispatchers, Conductors, Engineers, Brakemen, Flagmen, Firemen, Hostlers, Engine Foremen, Yardmen, Switch Tenders, Train Porters, Signal Supervisors, Signal Maintainers, Line Repairers, Water Service Foremen, Bridge and Building, Track and other Maintenance of Way Foremen and any employe in charge of or responsible for obstructing main track with motor cars or other maintenance cars, machinery or equipment.

The above named employes, upon entering service, and annually in July, must provide themselves with Form CT-90 Standard, to be issued by designated watch inspector on an order from the Superintendent, or in return for Form CT-90 Standard of the immediately preceding period. They must submit watch for inspection and card CT-90 Standard for making record thereon, to designated watch inspector as provided for in Rule 2 of Uniform Code of Operating Rules (or similar Maintenance of Way Rules); except, such Maintenance of Way and Bridge and Building employes who are unable to comply with this rule monthly, must do so as nearly monthly as possible. Form CT-90 Standard must be in employe's possession while on duty and presented for examination when called for by an officer.

b. Standard Clocks Located at

Baden Telegraph Office	Sedalia Telegraph Office
Lindale Telegraph Office	Tower Telegraph Office
Machens Telegraph Office	Parsons Telegraph Office, Psgr. Sta. North Yard Office
Columbia Telegraph Office	Paola Telegraph Office
Franklin Telegraph Office	

c. Watch Inspectors

St. Louis	American Railroad Time Service, 720 Olive St., R. P. Wiggins and Co., 123 North 18th., St.
	Chas. F. Schmidt, 8328 Halls Ferry Road
Boonville	Gmelich & Schmidt Jewelry Co.
Columbia.....	J. A. Buchrodeler
Holden	O. T. Miller
Nevada.....	Woodfill Jewelry Co.
Parsons	Pfeiffer Jewelry Co.
	F. G. Winkler
Paola	Paola Jewelry Co.
Sedalia.....	Zurcher Jewelry Co.

19. 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.

Subdivision	M.P.	
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	Swinging 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.

Subdivision	M.P.	
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. It is dangerous to stand erect on top of engine, a high load on an open top car, or on top of a covered car, also on side of a car or engine while passing through bridges, by buildings, platforms and other structures alongside main and other tracks, due to the fact that engines, cars and loads on open top cars are of various heights and widths, which impair clearances.

20. GOVERNING TIMETABLE AND RULES:

- CB&Q R.R. Rules between Machens and North Market, St. Louis.
- T.R.R.A. Rules between North Market and Union Station, St. Louis.
- Small figures shown at St. Louis, Baden and New Franklin for information.

21. GENERAL ORDER BOOKS LOCATED AT:

Baden Yard Office Enginehouse	Parsons Telegraph Office North Yard Office Crawford Avenue Diesel Enginehouse
Franklin Telegraph Office	
Sedalia Telegraph Office	Paola Telegraph Office
Lindale Telegraph Office	Eldorado Springs Passenger Station

22. 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
New Franklin	M.P. 188.3	Yard	Yard
North Boonville	M.P. 190.7	South	15
Pioneer	M.P. 286.7	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

23. FLAG STOPS NOT SHOWN ON SCHEDULE PAGES:**a. St. Louis Subdivision:**

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 Subdivision:

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

- c. New Franklin—Regular stop for trains 5 and 6.
d. Nos. 5 and 6, West Alton, to or from MKT stations.
e. Nos. 98 and 99 carry passengers between Sedalia and Bryson.

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

- a. St. Louis SubdivisionM.P. 59.1Defiance
b. Nos. 5 and 6 exchange mail, from mail box or depot at:

Beaman	Wainwright	Gore
Pleasant Green	Steedman	Peers
Huntsdale	Portland	Dutzow
	Bluffton	

25. ENGINE WHISTLE CODE AT INTERLOCKINGS:**a. Cross:**

Sedalia to North Yard or reverse	o	—	o
Sedalia to Parsons or reverse	o	o	—

b. All Other Interlockings

Main track to main track	—	—
Main track to siding or reverse	—	o

Main track to Industry or
Transfer track or reverse o o —
Main track to branch line or to main track
of other railroad or reverse o o —

26. ABBREVIATIONS:


- | | |
|----------------|----------------------------------|
| a. W—Water | DF—Diesel Fuel |
| T—Turntable | O—Fuel Oil |
| S—Track Scales | D—Day Telegraph Office only |
| Y—Wye | N—Day and Night Telegraph Office |
| P—Telephone | NO—Night Telegraph Office only |


- b. Following letters before figures of schedule indicate:
“s”—Regular stop.
“f”—Flag Stop to Receive or Discharge Passengers or Freight.
‡ —Stop for Meals.

a. Abbreviations in Connection With M.P. Locations:

- | | |
|------------------------|------------------------|
| E—Holden Subdivision | O—Moberly Subdivision |
| F—Eldorado Subdivision | V—Columbia Subdivision |

27. SUPPLEMENT TO RULES 230 AND 232:**Nunn Type Train Order Signal**

-  Aspect—Parallel with track, “Green” light.
Indication—Proceed, “No Orders”.
Name—Clear Train Order Signal.

-  Aspect—At right angle to track, “Red” light.
Indication—Stop, unless clearance received.
Name—Stop Train Order Signal.

TONNAGE RATINGS

ENGINES		DIESEL				STEAM							
		4500 HP	3900 HP	1500 HP	600 HP	64%		57%		32%			
FROM	TO					Adjustment Tons	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Baden.....	Franklin.....	6000	4000	2800		10	3050	79	2800	75	1500	45	
West Alton.....	Franklin.....					12	4350	109	3780	95	2000	50	Excess
McBaine.....	Franklin.....				1800								
Franklin.....	Baden.....	6000	4000	2800		10	3600	90	3300	83	1500	45	
Franklin.....	West Alton.....					12	4600	115	3780	95	2000	50	
Franklin.....	McBaine.....				1560								
Franklin.....	Sedalia.....	4200	2800	1300	635	4	1650	41	1500	38	840	21	
Sedalia.....	Franklin.....	4400	2930	1400	680	5	1850	46	1665	42	900	23	
Sedalia.....	Parsons.....	5600	3730	1800		6	2625	65	2375	60	1400	35	
Sedalia.....	Ft. Scott.....	5750	3830	1800		8	3050	76	2700	67	1470	37	Excess
Parsons.....	Sedalia.....	5600	3730	1800		6	2850	72	2450	66	1200	38	
Nevada.....	Sedalia.....	5800	3870	1800		8	3000	75	2700	67	1510	38	Excess
Franklin.....	Moberly.....				840	5			1730	43	1000	25	
Moberly.....	Franklin.....				840	5			1730	43	1000	25	
Moberly.....	Fayette.....				1085	9			2600	65	1500	38	Excess
McBaine.....	Columbia.....				820	4					1000	25	
Columbia.....	McBaine.....				1010	4					1200	30	
Bryson.....	Paola.....				780	4					770	20	
Bryson.....	Holden.....				1085	5					1200	30	Excess
Paola.....	Bryson.....				840	4					880	22	
Holden.....	Bryson.....				990	6					1300	33	Excess
Walker.....	Eldo. Spgs.....					5					880	22	
Eldorado Springs.....	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.

EMPLOYES' HOSPITAL ASSOCIATION

Dr. Roland S. Kieffer, Chief Surgeon, 1831 Railway Exchange Building, St. Louis 1, Missouri

LOCAL SURGEONS

STATION	NAME	
St. Louis.....	Dr. D. J. Verda.....	Consulting Surgeon
St. Louis.....	Dr. Olney A. Ambrose.....	Gastroenterologist
St. Louis.....	Dr. M. F. Engman.....	Dermatologist
St. Louis.....	Dr. M. F. Engman, Jr.,	Dermatologist
St. Louis.....	Dr. E. P. Weber.....	Dermatologist
St. Louis.....	Dr. J. P. Murphy.....	Ear, Nose & Throat
St. Louis.....	Dr. Joseph L. Noecker.....	Oral Surgeon
St. Louis.....	Dr. Clyde P. Dyer.....	Oculist
St. Louis.....	Dr. Harvey D. Lamb.....	Oculist
St. Louis.....	Dr. William Harold Bailey.....	Ophthalmologist
St. Louis.....	Dr. Roland McKlemme.....	Neurological Surgeon
St. Louis.....	Dr. Leland Alford.....	Neurologist
St. Louis.....	Dr. Leo Bartels.....	Urologist
St. Louis.....	Dr. Wm. B. Kountz.....	Consulting Cardiologist
St. Louis.....	Dr. George F. Rendleman.....	Local Surgeon
St. Louis.....	Dr. John Patrick Murphy.....	Consulting Orthopedic Surgeon
St. Louis.....	*Dr. W. A. Younge.....	Local Surgeon
St. Louis.....	*Dr. Edward L. Grant.....	Oral Surgeon
N. St. Louis.....	Dr. H. F. Miller.....	
Sedalia.....	Dr. M. P. Shy.....	Consulting Surgeon
Sedalia.....	Dr. J. W. Boger.....	Local Surgeon
Sedalia.....	Dr. J. B. Carlisle.....	Division Surgeon
Sedalia.....	Dr. W. E. Pearl.....	Oral Surgeon
Sedalia.....	Dr. C. H. Brady.....	Oculist
Parsons.....	Dr. A. C. Baird.....	Division Surgeon
Parsons.....	Dr. N. C. Morrow.....	Division Surgeon
Parsons.....	Dr. J. D. Pace.....	Asst. Divn. Surgeon
Parsons.....	Dr. T. D. Blasdel.....	Oculist
Parsons.....	Dr. J. E. Lightfoot.....	Oral Surgeon
Parsons.....	Dr. G. K. Giessmann.....	Oral Surgeon
Appleton City.....	Dr. A. L. Hansen.....	
Boonville.....	Dr. T. C. Beckett.....	Division Surgeon
Boonville.....	Dr. W. E. Stone.....	
Boonville.....	Dr. G. W. Winn.....	
Boonville.....	Dr. F. L. Shields.....	Oral Surgeon
Clinton.....	Dr. G. S. Walker.....	
Clinton.....	Dr. Hugh B. Walker.....	
Columbia.....	Dr. Frank G. Nifong.....	Consulting Surgeon
Columbia.....	Dr. Edwin C. Schmidtke.....	
Columbia.....	Dr. Karl D. Dietrich.....	
Columbia.....	Dr. C. R. Bruner.....	Oculist
Eldorado Springs.....	Dr. J. W. Dawson.....	
Fayette.....	Dr. W. A. Bloom.....	
Fayette.....	Dr. Wm. J. Shaw.....	
Fort Scott.....	Dr. C. F. Young.....	
Fort Scott.....	Dr. J. R. Newman.....	
Fort Scott.....	Dr. W. T. Wilkening.....	
Hermann.....	{ Dr. Howard Workman.....	
(Serve McKittrick)	{ Dr. Carvel T. Shaw.....	
Hermann.....		
Holden.....	Dr. Kelly Rawlings.....	
Harrisonville.....	Dr. H. B. Neis.....	
Jefferson City.....	Dr. Hugh W. Maxey.....	
Marthasville.....	Dr. H. H. Schmidt.....	
McBaine.....	Dr. F. B. Williamson.....	
Moberly.....	Dr. J. Will Fleming, Jr.....	
Moberly.....	Dr. Thos. S. Fleming.....	
Mokane.....	Dr. W. H. Williamson.....	
Montrose.....	Dr. W. E. Baggerly.....	
New Franklin.....	Dr. G. L. Chamberlain.....	
Nevada.....	Dr. F. L. Martin.....	
Nevada.....	Dr. W. S. Love.....	
Nevada.....	Dr. R. B. Wray.....	
Pilot Grove.....	Dr. Chas. Sandy.....	
Paola.....	Dr. P. A. Pettitt.....	
St. Charles.....	Dr. Calvin Clay.....	
Windsor.....	Dr. H. M. Wall.....	

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

* For colored employes only.