

# MISSOURI-KANSAS-TEXAS RAILROAD CO.

**SAFETY**

**NORTHERN DISTRICT**

**FIRST**

## EMPLOYEES TIME TABLE NO. 15

**15**

**Effective Sunday, October 30, 1932**

At 12:01 O'clock A. M. Central Standard Time

**Superseding Previous Time Table and Supplements**

**15**

**FOR EMPLOYEES ONLY.**

**J. H. LITTLE**  
Superintendent

**O. W. CAMPBELL**  
Superintendent Transportation

**F. W. GRACE**  
Vice-President and General Manager

Southward Trains

ST. LOUIS DIVISION

Northward Trains

THIRD CLASS				FIRST CLASS		Distance St. Louis	Time Table No. 15			Station No. & Telephone	Car Capacity & Telephone Water Coal Wys	FIRST CLASS		THIRD CLASS				
71 Mds.	73 K. F. F.			5 Flyer	3 Passenger		Effective 12:01 A. M. October 30, 1932	Leave	Arrive			6 Flyer	4 Passenger	74 California Red Star	76 K. F. F. Stock			
Daily	Daily			Daily	Daily				Daily	Daily	Daily	Daily						
				10.35PM	9.10AM	0.0	ST. LOUIS	0.0				7.23AM	9.32PM					
8.00PM	12.20AM					8.7	BADEN	8.7							3.30AM	5.00AM		
8.40PM	1.10AM			11.25PM	10.00AM	26.9	MACHENS	26.9				6.30AM	8.30PM	11.25PM	4.00AM			
8.50	1.22			11.32	10.08	32.1	MARAS CROCHE	32.1				6.21	8.21	11.08	3.47			
9.01	1.43			11.45	10.20	39.2	ST. CHARLES	39.2				6.09	8.09	10.56	3.31			
9.17	2.00			11.56	10.31	47.1	SEB	47.1				5.55	7.55	10.38	3.16			
9.30	2.17			12.06PM	10.40	54.6	HAMBURG	54.6				5.45	7.43	10.20	3.01			
9.41	2.50			12.14	10.51	60.7	MATSON	60.7				5.35	7.33	10.07	2.50			
9.52	3.09			12.23	11.01	66.4	AUGUSTA	66.4				5.27	7.22	9.52	2.39			
10.07	3.32			12.33	11.13	74.0	DUTZOW	74.0				5.16	7.09	9.30	2.25			
10.14	3.45			12.39	11.19	77.9	MARTINSVILLE	77.9				5.10	7.01	9.20	2.17			
10.27	4.07			12.48	11.32	84.8	TRELOAR	84.8				4.59	6.49	9.02	2.05			
10.35	4.27			12.53	11.38	88.9	BENHEIMER	88.9				4.52	6.40	8.44	1.57			
10.44	4.45			12.59	11.45	93.7	GORE	93.7				4.45	6.32	8.37	1.48			
10.50	4.56			1.04	11.50	97.0	CASE	97.0				4.36	6.26	8.27	1.43			
11.05	5.07			1.12	12.01PM	100.7	MCKITTRICK	100.7				4.30	6.20	8.15	1.35			
11.14	5.19			1.20	12.08	104.9	RHINELAND	104.9				4.20	6.09	7.59	1.20			
11.25	5.34			1.28	12.17	110.8	BLUFFTON	110.8				4.10	5.59	7.41	1.25			
11.35	5.46			1.36	12.26	116.0	PORTLAND	116.0				4.02	5.50	7.26	1.25			
11.45	6.01			1.44	12.35	121.4	STEEDEMAN	121.4				3.54	5.40	7.12	1.20			
11.52	6.10			1.49	12.42	125.1	MOKANE	125.1				3.48	5.33	7.01	1.25			
12.03AM	6.25			1.58	12.52	131.2	TEBBETS	131.2				3.38	5.23	6.45	1.25			
12.16	6.40			2.07	1.02	137.6	WAINWRIGHT	137.6				3.29	5.13	6.27	1.21			
12.28	6.53			2.16	1.12	143.3	NORTH JEFFERSON C. & A. Interlocker	143.3				3.20	5.03	6.10	1.15			
12.35	7.01			2.20	1.17	146.3	BOUGHNER	146.3				3.14	4.57	6.01	1.14			
12.50	7.17			2.31	1.29	153.5	HANTSBERG	153.5				3.03	4.44	5.41	1.12			
1.10	7.40			2.45	1.42	162.4	EASLEY	162.4				2.45	4.28	5.16	1.06			
1.25	7.57			2.58	1.59	169.5	McRAINE	169.5				2.31	4.12	4.55	1.04			
						169.8	Columbia Branch Jct.	169.8										
1.30	8.01			3.02	2.01	171.1	HUNTSDALE	171.1				2.25	4.09	4.50	1.03			
1.45	8.17			3.14	2.14	178.4	ROCHEPORT	178.4				2.12	3.57	4.34	1.02			
2.05	8.25			3.20	2.19	181.9	LLOYDS	181.9				2.05	3.50	4.23	1.01			
2.20	8.50			3.30	2.30	188.3	NEW FRANKLIN	188.3				1.50	3.40	4.05	1.00			
						188.8	Moberly Div. Jct.	188.8										
2.25AM	9.00AM			3.35AM	2.35PM	189.1	FRANKLIN	189.1				1.45AM	3.35PM	4.00PM	10.00PM			
<b>71</b>	<b>73</b>			<b>5</b>	<b>3</b>							<b>6</b>	<b>4</b>	<b>74</b>	<b>76</b>			
28.1	26.8			37.8	34.9			189.1				33.6	31.8	15.7	25.8			
Average speed per hour.																		



Southward Trains

SEDALIA DIVISION

Northward Trains

FOURTH CLASS			THIRD CLASS		FIRST CLASS			Distance from St. Louis	Time Table No. 15			Station Number	Car Capacity Passing Trucks Fuel, Water, Turn Table, Icehouse, Track Scales, Wye	FIRST CLASS		THIRD CLASS		FOURTH CLASS			
55	97	95	73	71	411	3	5		Effective 12:01 A. M. October 30, 1932					4	6	412	74	76	94	96	54
Mixed	Way	Way	K P F	Mds.	Mo. Pac. Passenger	Passenger	Flyer		STATIONS					Passenger	Flyer	Mo. Pac. Passenger	California Red Star	K P F Stock	Way	Way	Mixed
		5.30 <sup>M</sup>	9.30 <sup>M</sup>	2.45 <sup>M</sup>		2.35 <sup>M</sup>	3.35 <sup>M</sup>	189.1	N L <sup>1.6</sup>	FR	189	PCWWS Yard	3.35 <sup>M</sup>	1.45 <sup>M</sup>		2.00 <sup>M</sup>	9.45 <sup>M</sup>	12.30 <sup>M</sup>			
		5.33	9.33	2.48		2.38	3.38	190.7	N <sup>0.4</sup>	FR	191	P 32	3.32	1.42		1.50	9.35	12.20			
								191.1	Missouri River Bridge Interlocker												
		5.38	9.38	2.53		2.46	3.46	191.7	BOONVILLE		192	P 56	3.30	1.39		1.45	9.30	12.15 <sup>M</sup>			
		5.50	9.50	3.05		2.55	3.55	197.0	LICK		197	P 90	3.17	1.29		1.32	9.15	11.54			
		6.10	10.21	3.20		3.05	4.05	203.4	D PILOT GROVE	PG	203	P 65	3.05	1.19		1.17	9.01	11.36			
		6.20	10.33	3.26		3.10	4.10	206.3	HARRISTON		206	P 125	3.00	1.15		1.11	8.48	11.28			
		6.28	10.44	3.33		3.15	4.15	209.2	D PLEASANT GREEN	FN	209	P 16	2.55	1.10		1.05	8.45	11.22			
		6.45	11.06 <sup>94</sup>	3.50		3.24	4.25	215.5	D CLIFTON CITY	FN	216	P 66	2.45	1.25		1.25	8.30	11.06 <sup>73</sup>			
		6.59	11.27	4.04		3.34	4.33	221.1	D BEAMAN	QD	221	P 180	2.35	1.25		1.23	8.16	11.09			
		7.15	11.45	4.15		3.42	4.42	226.3	DORSEY Mo. Pac. Interlocker		226	P 84	2.27	1.24		1.22	8.03	10.32			
		7.30	11.50	4.20		3.48	4.50	227.1	N SEDALIA	SA	227	PYWSU Yard	2.25	1.24		1.20	8.00	10.30			
								227.7	Mo. Pac. Crossing												
		7.46	12.10 <sup>M 74</sup>	4.30		3.55	5.00	230.8	POWELL		231	P 95	2.17	1.27		12.10 <sup>M 73</sup>	7.50	10.20			
		7.57	12.45	4.40		4.05	5.07	236.1	CAMP		236	P 60	2.10	1.21		11.58	7.40	10.11			
		8.10	1.04	4.47		4.10	5.11	239.2	D GREENRIDGE	Q	239	P 93	2.05	1.21		11.50	7.33	10.05			
		8.30	1.30	4.57		4.17	5.17	243.8	D BRYSON	KC	244	PY 30	1.57	1.20		11.40	7.23	9.50			
		8.50	1.50	5.23		4.25	5.23	247.8	D WINDSOR	NR	248	P 96	1.50	1.15		11.30	7.15	9.35			
		9.15	2.15	5.59		4.38	5.33	255.5	D CALHOUN	HO	255	PW 55	1.36	1.14		11.15	6.59	9.10			
		9.30	2.28	6.09		4.45	5.39	259.7	D LEWIS		260	P 110	1.30	1.13		11.03	6.50	8.55			
		9.45	2.45	6.23		4.57	5.47	265.4	N NORTH CLINTON S. L. - S. F. Interlocker	CB	266	P 120	1.20	1.12		10.50	6.37	8.40			
		10.40 <sup>74</sup>	2.50	6.28		5.00	5.55	266.0	D CLINTON	C	267	P 50	1.15	1.12		10.40 <sup>95</sup>	6.35	8.30			
		11.15	3.12	6.45 <sup>94</sup>		5.12	6.05	273.4	LADUE		273	P 94	1.00	1.09		10.20	6.19	6.45 <sup>71</sup>			
		11.50	3.33	7.00		5.25	6.14 <sup>94</sup>	280.2	D MONTROSE	MS	280	P 96	12.50	10.59		10.03	6.03	6.14 <sup>95</sup>			
		12.15 <sup>M</sup>	3.50	7.11		5.35	6.23	283.7	D APPLETON CITY	AY	286	P 82	12.40	10.51		9.50	5.50	5.44			
	L 7.40 <sup>M</sup>	A 12.35 <sup>M 94</sup>	4.01	7.20		5.40 <sup>76</sup>	6.30	288.0	D LINDALE	ND	288	PY 30	12.35 <sup>95</sup>	10.47		9.40	5.40 <sup>94</sup>	A 5.30 <sup>M</sup>	A 1.35 <sup>M</sup>		
SEE SPECIAL RULE I-B	7.59		4.25	7.35		5.50	6.40	294.5	D ROCKVILLE	RR	294	P 39	12.20	10.32		9.23	5.15		1.20	SEE SPECIAL RULE I-B	
	8.11		4.35	7.43		5.56	6.45	298.4	D SCHELL CITY	SC	298	P 95	12.13	10.27		9.14	5.05		1.10		
	8.29		4.55 <sup>76</sup>	7.53	SEE SPECIAL RULE I-B	6.04	6.51	303.5	D HARWOOD	HD	303	P 57	12.05 <sup>M</sup>	10.19	SEE SPECIAL RULE I-B	9.02	4.55 <sup>73</sup>		12.55		
L 8.10 <sup>M</sup>	8.48 <sup>74</sup>		5.17	8.04		6.13	6.59	309.3	D WALKER	WK	309	PY 95	11.55	10.10		8.48 <sup>97</sup>	4.44		12.45	A 12.15 <sup>M</sup>	
8.25 <sup>74</sup>	9.12		5.40	8.18		6.25	7.09	316.7	N TOWER Mo. Pac. Interlocker	NA	316	P 110	11.42	9.57		8.25 <sup>55</sup>	4.30		12.32	12.03	
A 8.30 <sup>M</sup>	9.15		5.45	8.20 <sup>74</sup>	L 8.30 <sup>M</sup>	6.30	7.19	317.1	D NEVADA		317	PY 35	11.40	9.55	A 10.55 <sup>M</sup>	8.20 <sup>71</sup>	4.25		12.15 <sup>M</sup>	A 12.01 <sup>M</sup>	
	9.30		6.08	8.39		6.38	6.41	323.4	D ELLIS		323	P 81	11.28	9.45		10.45	8.05	4.13		11.55	
	9.40		6.21	8.46		6.47	7.32	326.9	D DERRFIELD		327	P 97	11.23	9.38		10.40	7.55	4.07		11.45	
	9.55		6.35	8.55		6.55	7.39 <sup>74</sup>	331.2	D EYE	Y	331	P 47	11.16	9.30		10.34	7.39 <sup>5</sup>	3.59		11.30	
								337.4	S. L. - S. F. Crossing												
	10.15				A 9.00 <sup>M</sup>			337.6	Mo. Pacific Junction Crossing							L 10.25 <sup>M</sup>					
	11.05 <sup>4</sup>		7.10 <sup>8</sup>	9.13		7.10 <sup>73</sup>	7.53	338.2	D FORT SCOTT		338	PW 51	11.05 <sup>96</sup>	9.20		7.15	3.45		11.05 <sup>4</sup>		
	11.10		7.32	9.15		7.12	7.55	339.1	N Mo. Pac. Interlocker ESMOND	XR	339	P 150	11.00	9.15		7.12	3.43		10.10		
	11.27		8.01	9.29		7.20	8.04	345.2	D RONALD		345	P 98	10.52	9.07		6.57	3.30		9.56		
	11.44		8.25	9.40 <sup>96</sup>		7.30	8.13	351.1	D HIATVILLE	HI	351	P 97	10.43	8.59		6.40	3.18		9.40 <sup>71</sup>		
	12.02 <sup>M</sup>		8.50 <sup>6</sup>	9.55		7.39	8.21	353.0	D HEHLER	PR	353	PW 69	10.31	8.50 <sup>73</sup>		6.23	3.04		9.10		
								365.0	A. T. & S. F. Interlocker												
	12.22		9.13	10.20 <sup>4</sup>		7.49	8.32 <sup>96</sup>	365.0	N WALNUT	WA	365	P 69	10.20 <sup>71</sup>	8.40		6.05	2.50		8.32 <sup>5</sup>		
	12.43		9.39	10.45		8.00	8.45	372.9	D ST. PAUL	OM	373	P 96	10.07	8.28		5.43	2.33		8.05		
	1.01		9.59	11.05		8.18 <sup>6</sup>	8.55	379.5	D SOUTH MOUND	OF	380	P 95	9.55	8.18 <sup>3</sup>		5.25	2.20		7.45		
	1.10		10.10	11.15		8.25	9.00	382.6	D KACY		383	P	9.50	8.11		5.15	2.15		7.30		
	1.15		10.15	11.30				386.0	N MKY CROSS Interlocker	XO						5.10	2.10		7.25		
	1.30 <sup>M</sup>		10.30 <sup>M</sup>	11.45 <sup>M</sup>				386.6	A. NORTH YARD Leave BY	BY	386	COPYWS Yard				5.00 <sup>M</sup>	2.00 <sup>M</sup>		7.15 <sup>M</sup>		
						8.35 <sup>M</sup>	9.10 <sup>M</sup>	386.6	N Arrive PARSONS Leave W		387		9.45 <sup>M</sup>	8.05 <sup>M</sup>							
55	97	95	73	71	411	3	5						4	6	412	74	76	94	96	54	
23.4	16.8	14.0	15.1	21.9	41.0	32.9	35.4						33.9	34.9	41.0	21.9	25.4	14.1	15.6	33.5	
Average speed per hour																					

4 Southward Trains										KANSAS CITY DIVISION										Northward Trains				
FOURTH CLASS	THIRD CLASS				FIRST CLASS			Distance from Kansas City	Time Table No. 15			Station Numbers	Car Capacity Riding Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS				FOURTH CLASS			
93 Way Tues. Thur. Saturday	273 Mdse. Daily	275 K. F. F. Daily	271 K. F. F. Daily	277 K. F. F. Daily	21 Texas Special Daily	11 Mo. Pac. Passenger Daily	23 Limited Daily		Effective 12:01 A. M. October 30, 1932					28 Bluebonnet Daily	12 Mo. Pac. Passenger Daily	24 Limited Daily	274 Meat Daily	270 California Red Star Daily	276 Oil & Stock Pick Up Daily	72 Stock Daily	92 Way Mon. Wed. Friday			
								Leave	KANSAS CITY	Arrive	A 0													
	7.25PM	1.15PM	7.00AM	3.30AM			4.35PM	2.6	N Leave	GLEN PARK	2.6	TCWSP					11.00AM	1.00PM	9.30PM	3.30AM				
	7.30AM	8.55PM	3.00PM	8.35AM	5.30AM	11.13PM	10.35PM	5.37PM	43.1	N Lv.	PAOLA	43.1	TCWP Yard	6.35AM	7.00PM	12.36PM	8.20AM	10.30AM	7.00PM	11.20PM	2.30PM			
	7.35	9.01	3.05	8.37	5.34	11.14	10.37	5.39	43.5	Mo. Pac. Junction-Interlocker														
	7.45	9.10	3.20	8.45	5.45	11.20	10.37	5.45	46.5	0.1	SOUTH PAOLA	A 44	64	6.33		12.34	8.15	10.27	6.55	11.14	2.10			
	7.55	9.19	3.30	8.53	5.55	11.25	10.37	5.50	49.9	0.3	ROCK	A 47	103 P	6.27		12.29	8.05	10.18	6.45	10.57	1.55			
	8.10	9.31	3.45	9.03	6.16	11.31	10.37	5.58	54.6	0.4	BANGOR	A 50	107 P	6.22		12.24	7.55	10.10	6.36	10.49	1.45			
	8.30	9.48	4.05	9.18	6.40	11.40	10.37	6.11	61.6	0.7	BEAGLE	B 55	91 P	6.16		12.17	7.44	10.01	6.27	10.39	1.35			
	8.40	9.55	4.12	9.25	6.48	11.44	10.37	6.17	64.6	0.9	PAKKER	B 62	95 P	6.06		12.06PM	7.25	9.45	6.11	10.23	1.15			
	8.48	10.05	4.20	9.30	7.01	11.48	10.37	6.21	66.3	1.0	GOODRICH	A 63	8 P	6.01		11.59	7.14	9.37	5.55	10.13	12.50			
	9.01	10.13	4.27	9.37	7.10	11.53	10.37	6.26	70.0	1.1	FINLAY	A 67	126 P	5.58		11.55	7.01	9.30	5.45	10.05	12.40			
	9.10	10.19	4.33	9.43	7.17	11.57	10.37	6.32	72.1	1.2	CENTERVILLE	D 70	30 W	5.54		11.49	6.54	9.16	5.37	9.58	12.30			
	9.18	10.25	4.40	9.49	7.25	12.01	10.37	6.37	75.3	1.3	OAKWOOD	A 73	32 P	5.50		11.43	6.48	9.10	5.30	9.52	12.18			
	9.30	10.33	4.48	9.56	7.33	12.05	10.37	6.42	78.5	1.4	VANCE	A 75	122 P	5.47		11.39	6.42	9.03	5.23	9.46	12.10			
									78.6	1.5	SELMA	A 79	12 P	5.42		11.35	6.35	8.53	5.15	9.39	12.02PM			
									82.7	1.6	Mo. Pac. Interlocker													
	10.05	10.43	5.05	10.05	7.42	12.11	10.37	6.49	82.8	1.7	Mo. Pac. Interlocker													
	10.24	10.55	5.14	10.14	7.51	12.17	10.37	6.58	87.0	1.8	KINCAID	D 83	94 P	5.35		11.25	6.25	8.42	5.05	9.29	11.50			
	10.40	11.01	5.20	10.18	7.56	12.20	10.37	7.02	89.0	1.9	MILDRED	D 87	103 Y	5.28		11.17	6.13	8.32	4.50	9.20	11.30			
	11.05	11.18	5.35	10.30	8.10	12.27	10.37	7.12	94.7	2.0	BAYARD	D 89	30 P	5.25		11.13	6.08	8.27	4.45	9.15	11.20			
									94.8	2.1	MORAN	A 95	47 CWI 93 Yard	5.18		11.05	5.55	8.10	4.30	9.03	11.05			
									99.0	2.2	MORAN TOWER	N												
	11.20	11.30	5.45	10.38	8.20	12.33	10.37	7.20	99.0	2.3	Mo. Pac. Interlocker													
	11.35	11.42	5.54	10.47	8.30	12.39	10.37	7.28	103.4	2.4	ARDEN	A 99	60 P	5.09		10.54	5.35	7.50	4.01	8.54	10.38			
	11.50	11.50	6.02	10.54	8.37	12.43	10.37	7.33	106.4	2.5	ELSMORE	D 103	96 P	5.03		10.47	5.25	7.40	3.50	8.45	10.18			
	12.10PM	12.01AM	6.12	11.04	8.47	12.49	10.37	7.40	110.4	2.6	SAVONBURG	D 106	106 P	4.58		10.40	5.16	7.30	3.40	8.37	10.02			
	12.20	12.06	6.20	11.10	8.52	12.52	10.37	7.45	112.6	2.7	STARK	D 119	36 P	4.53		10.33	5.06	7.20	3.30	8.27	9.45			
									119.9	2.8	KIMBALL	A 113	96 P	4.49		10.29	5.01	7.12	3.23	8.20	9.35			
									129.6	2.9	N.E. TOWER	N												
	12.55	12.27	6.42	11.31	9.13	1.02	10.37	7.58	129.6	3.0	A.T.&S.F. Interlocker													
	1.15	12.43	6.56	11.44	9.26	1.09	10.37	8.07	136.3	3.1	ERIE	A 121	60 P	4.39		10.17	4.39	6.48	3.01	7.58	9.13			
	1.27	12.54	7.06	11.54	9.36	1.16	10.37	8.14	139.6	3.2	HERTHA	A 126	30 P	4.32		10.07	4.15	6.35	2.45	7.40	8.15			
	1.40	1.03	7.15	12.03PM	9.45	1.21	10.37	8.20	133.7	3.3	DUDLEY	A 131	97 P	4.26		10.01	4.05	6.25	2.33	7.27	8.01			
	2.00PM	1.15AM	7.30PM	12.15PM	10.00AM	1.25	10.37	8.24	136.7	3.4	CROSS Interlocker	N												
									136.8	3.5	NORTH YARD BY Lv.	D Ar.	386	Yard P	4.17		9.52	3.40AM	6.00AM	2.00PM	7.00PM	7.30AM		
									136.8	3.6	PARSONS DS W Lv.	N Ar.	337	Yard	4.15AM		9.50AM							
<b>93</b>	<b>273</b>	<b>275</b>	<b>271</b>	<b>277</b>	<b>21</b>	<b>11</b>	<b>23</b>						<b>28</b>	<b>12</b>	<b>24</b>	<b>274</b>	<b>270</b>	<b>276</b>	<b>72</b>	<b>92</b>				
14.4	23.0	21.5	25.5	20.6	41.0	9.0	35.0						29.1	9.0	35.0	18.3	19.2	17.3	15.8	12.4				

Neosho Division Trains No. 19 and No. 20 will use Kansas City Division main track between Neosho Junction at North Yard and Passenger Station Parsons, as provided in Special Instructions Rule 3.



Southward Trains

COLUMBIA BRANCH

Northward Trains

SECOND CLASS			Distance from McBaine	Time Table No. 15		Station Numbers	Distance from St. Louis	Car Capacity Water Tank	SECOND CLASS		
109 Mixed	103 Mixed	107 Mixed		Effective 12:01 A. M. October 30, 1932					110 Mixed	108 Mixed	104 Mixed
3.25PM	1.10PM	6.15AM	8.8	D Leave	COLUMBIA	AB 9	178.3	Yard	7.20AM	2.25PM	4.37PM
3.36	1.22	6.27	5.8		LIMBERCK	AB 6	175.3	6	7.12	2.17	4.29
3.40	1.28	6.33	4.1		TURNER	AB 4	173.6	6	7.08	2.13	4.25
3.46	1.35	6.40	2.2		BRUSHWOOD	AB 2	171.7		7.03	2.08	4.20
3.50	1.39	6.44	1.0		DANIEL	AB 1	170.5	8	6.59	2.04	4.16
4.01PM	1.46PM	6.51PM	0	N Arrive	McBAINE	170	169.5	W	6.55AM	2.00PM	4.12PM
14.7	14.7	14.7							31.1	31.1	31.1

No. 107 is superior to No. 110  
 No. 103 is superior to No. 108  
 No. 109 is superior to No. 104

Southward Trains

MOBERLY DIVISION

Northward Trains

SECOND CLASS		Distance from New Franklin	Time Table No. 15		Station No. & Telephone	Car Capacity Water Tank	SECOND CLASS	
51 Mixed	50 Mixed		Effective 12:01 A. M. October 30, 1932				51	50
11.00AM	9.50AM	35.8	Leave	MOBERLY	070 P	14 WY	9.50AM	
		35.1		Wabash Crossing (Automatic Interlocking Signals)				
11.35	9.05	26.0	D	HIGBEE	079 P	14 V	9.05	
		25.9		C. & A. Gate Crossing				
11.59	8.35	17.6		BURTON	088 P	25	8.35	
12.30PM	8.10	10.9	D	FAYETTE	095 P	38	8.10	
1.05	7.15	3.1		ESTILL	0102 P	28	7.15	
1.15	7.05	0.8	N	FRANKLIN Moberly Div. Jet.	189 P	Yard SWC OYT	7.05	
1.25PM	7.00AM		Arrive	NEW FRANKLIN	188 P		7.00AM	
14.8	12.6							

SPEED TABLE

Speed Per Hour	Time of Performance			
	1/4 Mile	1/2 Mile	1 Mile	1 Mile
10	1.30	3.0	6.00	
11	1.21	2.43	5.27	
12	1.15	2.30	5.00	
13	1.09	2.18	4.37	
14	1.04	2.08	4.17	
15	1.00	2.00	4.00	
16	0.56	1.52	3.45	
17	0.52	1.45	3.31	
18	0.50	1.40	3.20	
19	0.47	1.34	3.09	
20	0.45	1.30	3.00	
21	0.42	1.25	2.51	
22	0.40	1.21	2.43	
23	0.39	1.18	2.36	
24	0.37	1.15	2.30	
25	0.36	1.12	2.24	
26	0.34	1.09	2.18	
27	0.33	1.06	2.13	
28	0.32	1.04	2.08	
29	0.31	1.02	2.04	
30	0.30	1.00	2.00	
31	0.29	0.58	1.56	
32	0.28	0.56	1.52	
33	0.27	0.54	1.49	
34	0.26	0.53	1.45	
35	0.25	0.51	1.42	
36	0.25	0.50	1.40	
37	0.24	0.48	1.37	
38	0.23	0.47	1.34	
39	0.23	0.46	1.32	
40	0.22	0.45	1.30	
41	0.21	0.43	1.27	
42	0.21	0.42	1.25	
43	0.20	0.41	1.23	
44	0.20	0.40	1.21	
45	0.20	0.40	1.20	
46	0.19	0.39	1.18	
47	0.19	0.38	1.16	
48	0.18	0.37	1.15	
49	0.18	0.36	1.13	
50	0.18	0.36	1.12	
51	0.17	0.35	1.10	
52	0.17	0.34	1.09	
53	0.17	0.34	1.08	
54	0.16	0.33	1.07	
55	0.16	0.32	1.06	
56	0.16	0.32	1.05	
57	0.15	0.31	1.04	
58	0.15	0.31	1.03	
59	0.15	0.30	1.02	
60	0.15	0.30	1.01	

Southward Trains

EL DORADO BRANCH

Northward Trains

SECOND CLASS		Distance from St. Louis	Time Table No. 15		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wee	SECOND CLASS	
53 Mixed	52 Mixed		Effective 12:01 A. M. October 30, 1932				53	52
12.01PM	8.28AM		Leave	NEVADA	317	PYCW	8.28AM	
				Via Sedalia Division				
12.15PM	8.05AM	309.3	Lv D	WALKER	309	PY	8.05AM	
12.22	7.58	311.8		HANDLEY	3		7.58	
12.34	7.43	316.1		DEDERICK	7		7.43	
1.20PM	7.15AM	323.2	Arrive	EL DORADO SPRINGS	14	Y	7.15AM	
16.6	17.9							

Sedalia Division time table govern between Walker and Nevada.



6

Southward Trains

NEOSHO DIVISION

Northward Trains

FOURTH CLASS		SECOND CLASS		Distance from Parsons	Time Table No. 15		Station Numbers	Car Capacity Siding Fuel, Water Turn Table, Track Scales, Wye	SECOND CLASS		FOURTH CLASS	
91 Way	19 Passenger	20 Passenger	90 Way		Effective 12:01 A. M. October 30, 1932	STATIONS			Daily	Daily		
Daily	Daily		Daily		Leave D	Arrive TY						
6.45 <sup>M</sup>	1.00 <sup>PM</sup>	156.8			JUNCTION CITY		B 157	Yard WXC	4.20 <sup>PM</sup>			8.45 <sup>PM</sup>
f 7.05	f 1.14	151.8			WREPFORD		B 152	29	f 4.07			f 8.15
f 7.25	s 1.35	143.8			SKIDDY		B 144	17	s 3.47			f 7.45
		137.9			WHITE CITY TOWER							
					C. R. L. & P. Interlocker							
s 8.30	s 1.52	137.6			WHITE CITY		B 138	25	s 3.30			s 7.10
f 9.00	s 2.05	132.6			PARKERVILLE		B 133	15	s 3.15			f 6.25
f 9.10	f 2.11	130.1			SYLVAN PARK		B 130	12	f 3.10			f 6.10
f 9.20	s 2.19	127.1			DOWNING		B 127	20	s 3.02			f 5.55
s 10.10	s 2.40	120.0			COUNCIL GROVE		B 120	W 45	s 2.40	19		s 5.20
		119.9			COUNCIL GROVE TOWER							
					Mo. Pac. Interlocker							
f 10.25	f 2.51	116.9			HOUCKE		B 116	20	f 2.24			f 4.15
f 10.40	s 3.02	111.4			DUNLAP		B 112	22	f 2.13			f 3.45
f 11.01	s 3.20	103.9			AMERICUS		B 104	38	s 1.52			f 3.20
s 11.50	s 3.45	96.2			EMPORIA		B 96	W Yard	f 1.30			f 2.50
		94.9			EMPORIA JUNCTION							
					A.T.&S.F. Interlocker							
12.15 <sup>PM</sup>	f 4.01	88.0			WYCKOFF		B 88	20	f 12.57			f 2.20
s 12.43	s 4.13	81.8			HARTFORD		B 82	40	s 12.43	91		f 1.55
f 1.30	s 4.26	75.5			STRAWN		B 76	25	f 12.30			f 1.30
s 1.50	s 4.44	67.8			BURLINGTON		B 68	WYC Yard	s 12.15			f 1.05
		67.5			A. T. & S. F. Crossing							
2.20	f 4.54	63.6			BRISTOL		B 64	17	f 12.06 <sup>PM</sup>			12.40
2.40	f 5.02	58.9			Mo. Pac. RICHEY - Gate Crossing		B 59		f 11.58			12.27
f 3.05	s 5.12	55.1			N Mo. Pac. MOODY - Interlocker		B 55	26	s 11.50			f 12.15 <sup>PM</sup>
		50.0			A. T. & S. F. Crossing							
f 3.25	s 5.23	49.8			NEOSHO FALLS		B 50	W 20	s 11.37			s 11.57
s 3.55	s 5.35	44.2			Mo. Pac. PIQUA - Gate Crossing		B 45	Y 50	s 11.25	90		s 11.25
s 4.30	s 5.55	35.1			HUMBOLDT		B 35	Y 50	s 11.06			s 10.40
f 4.45	f 6.05	30.5			PETROLIA		B 31	17	f 10.55			f 10.17
		28.8			A. T. & S. F. Gate Crossing							
s 5.15	s 6.15	25.9			CHANUTE		B 26	W 60	s 10.46			s 10.05
		23.7			A. T. & S. F. Gate Crossing							
f 5.59	s 6.35	16.9			URBANA		B 17	18	s 10.22			f 9.25
f 6.21	s 6.50	10.5			GALESBURG		B 11	80	s 10.08			f 9.05
6.35	f 7.01	5.1			LADORE		B 5	9	f 9.56			f 8.50
		1.1			M. K. T. Crossing							
7.00 <sup>PM</sup>	7.10 <sup>PM</sup>	0.6			NORTH YARD		386	Yard	9.45 <sup>AM</sup>			8.30 <sup>AM</sup>
	7.15 <sup>PM</sup>	0.0			PARSONS		387		9.40 <sup>AM</sup>			
91	19	156.8							20			90
12.8	25.1				Average speed per hour.				23.5			12.8



Neosho Division Trains No. 19 and No. 20 will use Kansas City Division main track between Neosho Junction at North Yard and Passenger Station Parsons, as provided in special instructions, Rule 3.

Southward Trains			HOLDEN DIVISION			Northward Trains		
SECOND CLASS		Distance from St. Louis	Time Table No. 15		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wee	SECOND CLASS	
37 Mixed Daily Except Sunday			Effective 12:01 A. M. October 30, 1932				38 Mixed Daily Except Sunday	
			STATIONS					
	12.45PM	243.8	D	Leaves BRYSON	Arrive KC	244	Oct.	12.30PM
	f 1.05	250.0		4.2 SUTHERLAND		6	12	f 12.15PM
	s 1.25	255.7	D	5.7 LEETON	E	12	20	s 11.50
	f 1.35	258.8		3.1 POST OAK	E	15	18	f 11.40
	s 1.55	264.7	D	5.9 CHILHOWEE	CW	21	17	s 11.15
	s 2.15	269.4		4.7 MAGNOLIA	E	26	20	s 10.55
	s 2.35	276.2	D	6.8 HOLDEN	HN	32	20	s 10.30
	s 3.10	287.0		10.3 GUNN CITY	E	43	18	s 9.50
	s 3.25	290.7	D	3.7 EAST LYNNE	YN	48	36	s 9.35
				6.8 Mo. Pac. Interlocker				
	s 3.50	297.5	D	0.9 HARRISONVILLE	RO	55	29	s 9.10
		298.0		0.5 St. L. - S. F. Crossing				
				8.8 K. C. C. & L. Crossing				
	s 4.15	306.8	D	4.6 FREEMAN	RA	63	22	s 8.35
	s 4.40	311.4		4.6 WEST LINE	E	68	6	s 8.15
	s 5.00	316.8	D	5.04 LOUISBURG	UL	73	24	s 7.50
	s 5.15	322.6		5.8 SOMERSET	E	78	18	s 7.25
		329.9		7.3 Mo. Pac. Gate Crossing				
	s 5.40	330.1		0.2 PAOLA "A"	PO	86	18	s 6.55
		330.4		0.1 St. L. S. F. Crossing				
	5.55PM	330.5		Arrive N PAOLA "D" PD Leave	A	43	Yard CTWO	6.45PM
				86.7				
	16.8			Average speed per hour				15.1
37				38				



Southward Trains			IOLA BRANCH			Northward Trains		
SECOND CLASS		Distance from Kansas City	Time Table No. 15		Station Numbers	Car Capacity Siding Fuel, Water, Turn Table, Telephone, Track Scales, Wee	SECOND CLASS	
35 Mixed Daily Except Sunday			Effective 12:01 A. M. October 30, 1932				34 Mixed Daily Except Sunday	
			STATIONS					
	8.30AM	94.64	Leave N	MORAN	Arrive MN	A	95	Yard CWP 3.50PM
	s 8.50	102.11		7.5 LA HARPE		T	7	p 48 20 3.20
	f 9.00	104.48		2.4 GAS		T	10	25 3.10
	9.20AM	107.92	D Ar	IOLA	Lv OA	T	14	WP 44 3.00PM
				13.3				
	16.0			Average speed per hour				16.9
35				34				

No. 35 is Superior to No. 34.

# SPECIAL INSTRUCTIONS

1. NORTHWARD AND EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.

1-a. No. 107 is superior to No. 110.  
No. 105 is superior to No. 108.  
No. 109 is superior to No. 104.  
No. 35 is superior to No. 34.

1-b. On Sedalia Division, No's. 34 and 35 and No. Pac. No's. 411 and 412 more than one hour before either train schedules arriving or leaving time lose both right and schedules and can thereafter proceed only as authorized by train order.

1-c. On Kansas City Division, No. Pac. No's. 11 and 12 more than 30 minutes behind either train schedule arriving or leaving time lose both right and schedules and can thereafter proceed only as authorized by train order.

1-d. Third and fourth class trains, extra trains, and yard engines will clear first class trains at least ten minutes.

1-e. Double track rules apply on cut-off between Cross and the freight yards, North Yard, unless otherwise directed.

1-f. Movement against current of traffic between North Yard and Cross will be directed by the yard master.

1-g. Unless otherwise specified by train order, the time table and train order meet, time or restrictions at means apply for northward trains at the cross-over located at North end of Yard and for southward trains at the cross-over located at south end of Yard.

1-h. First class trains taking siding to meet first class trains at New Franklin use house track west of main track and at Franklin use old Moberly main and short "wee" track.

1-i. Sedalia siding north switch just south Missouri Pacific interlocker and South Switch at Iowa Street.

1-j. Time table and train order restrictions at Erie apply at the North siding unless otherwise directed.

2. First class trains register at Macheson and Franklin by Form 68, except when displaying signals for following sections, stop and register or get telegrapher's written acknowledgment for signals display.

2-a. Parsons is train register station for passenger trains only. North Yard is train register station for freight trains only.

2-b. All trains will report for orders before leaving Paola. All northward trains originating at North Yard (except for the Neosho Division) will report for orders at Cross.

All Neosho Division trains originating at North Yard will report for orders at Yard office. All southward trains originating at North Yard will report for orders at Parsons Interlocking Tower.

All trains originating at Parsons will report at Telegraph Office for orders.

2-c. Call on color light signal, located on north and Scale House, near office, North Yard, displaying Green for Clearance Division and Yellow for Orange Division trains, will be answered for 1st, 2nd, 3rd, 4th and extra trains to move from North Yard to Parsons Interlocking Tower, observing rule 30.

2-d. For information of such trains as may be concerned following trains will register arrival and departure at other than register station.

STATION	ARRIVAL	DEPARTURE
Nevada	55	54
Lindsale	55, 56	54, 57

3. Neosho Division Trains No. 19 and No. 20 will use Kansas City Division main track between North Yard and Automatic Block Signal No. 156.2, 2478 feet north of Crawford Avenue. When automatic block signals indicate proceed, ahead of or against all Kansas City Division trains, and between automatic block signal No. 156.2 and Parsons passenger tracks, as track is seen or known to be clear, observing Special Rule No. 4-L, and all other trains and engines will be governed accordingly.

3-a. Automatic block signals and switch indicator indications and rules will govern movements between Branch tracks between Columbia Branch Junction and North passing track switch, including, against all trains on St. Louis Division main track.

3-b. Automatic block signal and switch indicator indications and rules will govern Moberly Division trains crossing St. Louis Division main track at Moberly Division Junction against all St. Louis Division trains.

4. Maximum speed (miles per hour).

Between:	Passenger Trains	Regular Stock, Mail, Mails and KFF Trains	Schedule Freight and KFF Trains	Other Freight Trains
Macheson and Walnut	35	35	35	25
Walnut and Canby	30	30	30	25
Canby and Franklin	30	30	30	25
Franklin and Mile Post 219	30	30	30	25
Mile Post 219 and Mile Post 388	60	35	35	25
Wetmore and Columbia	25	35	35	20
Moberly and Franklin	40	20	20	20
Paola and Bryson	40	20	20	20
Walker and Eldorado Springs	40	20	20	20
Paola and Parsons	60	30	30	25
Parsons and Mile Post B-66	40	20	20	20
Mile Post B-66 and Junction City	40	20	20	20
Moran and Iowa	40	20	20	20

4-a. Engines heavier than the 35% type must not be doubleheaded and will not exceed 15 miles per hour over bridge B-37.7, Moberly Division. Engines of heavier type and steam derrick will be separated at least 6 cars before passing over.

4-b. Do not exceed speed of 15 miles per hour over steel spans, Columbia Branch.

4-c. Engines of the 47%, 44%, and 38% types must not be double headed and will not exceed 15 miles per hour over Bridges B-34.2, B-36.5, B-60.4, B-72.1, B-77.4, B-89.2, B-112.3, B-114.9, B-121.6, B-122.2, Neosho Division.

4-d. All trains reduce speed over Bridge B-31.1, Neosho Division, to ten (10) miles per hour.

4-e. Maximum speed for engines backing up, with or without cars, 15 miles per hour.

4-f. Maximum speed entering, or leaving, main track turn out: Passenger trains, 20 miles per hour; Freight trains, 15 miles per hour.

4-g. Maximum speed for freight engines operating on passenger trains or running light: 64% engines, 35 miles per hour; 57% engines, 40 miles per hour; others, 45 miles per hour.

4-h. Maximum speed for switch engines, with or without cars 15 miles per hour.

4-i. All trains reduce to 15 miles per hour over Missouri Pacific stop track crossing, Sedalia.

4-k. All trains will stop at restricted speed between puzzle switch, 700 feet north of Paola Passenger Depot and Missouri Pacific interlocker, south of Paola Depot, and look out for Missouri Pacific and Frisco engines using this track.

4-l. First and Second class trains and passenger extras, approaching Parsons Passenger Station, will run at restricted speed between cross-over located 1,600 feet North of Crawford Ave. and Parsons Tower, so that under no circumstances will it be possible for such trains to strike any cars, trains or engines or passengers crossing over from one depot track to the other.

4-m. Maximum speed of passenger trains on curves:

Location	Speed	Location	Speed
St. Charles	35	Rockville	40
Rhinelead	45	Schell City	40
New Franklin	45	Harwood	40
		Walnut	40
		Walden	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40
		Freightman	40
		Feawick	40
		Weldon Springs	40
		Defiance	40
		Kinokide	40
		Nona	40
		Peers	40
		Clayville	40
		Wilton	40
		Providence	40



SPECIAL INSTRUCTIONS--Continued

22. Abbreviations:  
 W—Water, T—Turntable, S—Track Scales, Y—Wye, P—Telephone.  
 C—Fuel, D—Day Telegraph Office Only, N—Day and Night Telegraph Office, NO—Night Telegraph Office Only, S—Regular Stop, F—Flag Stop.

23. EMPLOYEES' HOSPITAL ASSOCIATION:  
 Dr. E. F. Yancey, Medical Director, 604 W. Broadway, Sedalia, Mo.

- St. Louis, Mo.:  
 Dr. V. B. Kieffer, Divn. Surg., Examiner, 402 Lister Bldg.  
 Dr. R. S. Kieffer, Asst. t. Divn. Surg., 402 Lister Bldg.  
 Dr. Olney A. Ambrose, Gastro-enterologist, NIH Bldg.  
 Dr. C. E. Burford, G. U. Specialist, 958 Arcade Bldg.  
 Dr. Frank R. Fry, Neurologist, 401 Beaumont Bldg.  
 Dr. E. P. North, Con. Oculist, 3511 Washington Blvd.  
 Dr. J. A. Flury, Oculist, Humboldt Bldg.  
 Dr. S. B. Westlake, Nose and Throat Spec., Beaumont Bldg.  
 Dr. J. P. Murphy, E. N. & T. Spec., Lister Bldg.  
 Dr. Elsworth Smith, Consultant, Beaumont Bldg.  
 Dr. J. F. Mayes, Local Surg., St. Louis Natl. Bank Bldg.  
 Dr. Andy Hall, Jr., Local Surg., 2816 Sutton (Maplewood).  
 Dr. J. T. Funkhouser, Oral Surgeon, Lister Bldg.  
 Dr. Roland M. Klemme, Con. Surgeon, University Club Bldg.  
 Dr. Engman & Mock, Dermatologists, Beaumont Bldg.  
 Dr. Kenneth F. Glaze, Internist, 912 Beaumont Bldg.

N. St. Louis, Mo.—Dr. H. F. Miller, Examiner, 8410 N. Broadway.

St. Charles, Mo.:  
 Dr. F. J. Teltner, Dr. L. E. Belding.

Augusta, Mo.—Dr. Wm. C. Schmidt, Marthasville, Mo.—Dr. H. H. Schmidt.

Rhinecland, Mo.:  
 Dr. O. R. Rauschelbach, Dr. C. B. Nichols, Examiner.

Mokane, Mo.—Dr. J. E. Parmer, Examiner.

Jefferson City, Mo.:  
 Dr. Wm. A. Clark, Dr. Cortez Enloe, Dr. Jas. Stewart.

McBain, Mo.—Dr. F. B. Williamson.

Columbia, Mo.:  
 Dr. W. R. Shaffer, 213-215 Oulter Bldg.  
 Dr. C. M. Speed, 212 Guller Bldg.

Recheport, Mo.—Dr. W. E. Angell, Examiner.

New Franklin, Mo.:  
 Dr. J. B. Fleet, Examiner, Dr. G. L. Chamberlain.

Moberly, Mo.:  
 Dr. E. R. McKerson, Dr. Thos. S. Fleming.

Higbee, Mo.—Dr. C. F. Burkhalter.

Fayette, Mo.:  
 Dr. V. O. Donham, Dr. Wm. J. Shaw.

Dooneville, Mo.:  
 Dr. T. C. Beckett, Examiner, Dr. Frank Smiley, Examiner, Dr. W. E. Stone, Examiner.

Pilot Grove, Mo.—Dr. W. S. Barnes.

Sedalia, Mo.:  
 Dr. M. P. Shy, Div. Surg., Examiner, 604 W. Broadway.  
 Dr. W. A. Beckenmeyer, Con. Surgeon, 120 W. 5th St.  
 Dr. J. W. Heger, Con. Physician, 120 W. 5th St.  
 Dr. B. E. Broadus, Oral Surgeon, Heenfritz Bldg.  
 Dr. John Carlisle, Con. Surgeon, 312 1/2 S. Ohio.  
 Dr. Chas. A. Howell, Con. Surgeon, 111 W. 4th St.  
 Dr. J. G. Love, Con. Specialist, Heenfritz Bldg.  
 Dr. Guy Titsworth, Con. Specialist, 111 W. 4th St.

Windsor, Mo.—Dr. H. M. Wall.

Clinton, Mo.—Dr. S. A. Peasue.

Ashton City, Mo.—Dr. R. J. Smith, Eldorado Springs, Mo.—Dr. J. W. Dawson.

Nevada, Mo.:  
 Dr. J. T. Hornback, Dr. J. M. Yator, Examiner.

Fort Scott, Ks.:  
 Dr. C. F. Young, Dr. J. R. Newman.

Parsons, Ks.:  
 Dr. J. C. Creel, Divn. Surgeon, Examiner, MKT Hospital.  
 Dr. Albert Smith, Divn. Surg., Examiner, MKT Hospital.  
 Dr. A. C. Baird, House Surgeon, MKT Hospital.  
 Dr. Chas. F. Brady, Con. Surgeon, 1800 Broadway.  
 Dr. E. W. Boardman, Con. Surgeon.  
 Dr. T. D. Blundel, Oculist, 110 S. 18th St.  
 Dr. Fritz Kieffer, Oral Surgeon.  
 Dr. A. C. Lucas, Oral Surgeon, 102 Natl. Bank Bldg.

Holden, Mo.—Dr. S. A. Murray.

Leston, Mo.—Dr. E. Y. Pare.

Pacta, Ks.—Dr. P. A. Pettitt.

Kansas City, Mo.:  
 Dr. Geo. F. Hamel, Local Surg., Examiner, 900 Rialto Bldg.  
 Dr. John G. Sheldon, Local Surg., 604 Commerce Bank Bldg.  
 Dr. Jos. W. Howard, Con. Specialist, 618 Professional Bldg.  
 Dr. C. B. Francisco, Orthopedic Surgeon, 623 Argyle Bldg.  
 Dr. P. E. Williams, Local Surg., Supt. Genl. Hospital No. 1.  
 Dr. Jabez N. Jackson, Con. Surg., Argyle Bldg.  
 Dr. Thos. G. Orr, Con. Surgeon, 592 Medical Arts Bldg.

Rosedale, Ks.:  
 Dr. C. E. Sanders, Examiner, 1401 Southwest Blvd.  
 Dr. W. A. Carr, Examiner, 1401 Southwest Blvd.  
 Dr. O. H. Longenecker, Examiner, 1524 Southwest Blvd.

Moran, Ks.—Dr. R. R. Nevitt.

Nola, Ks.—Dr. J. T. Reid.

Erie, Ks.—Dr. R. C. Henderson.

Chanute, Ks.—Dr. S. Steele, 17 N. Lincoln.

Humboldt, Ks.—Dr. G. G. Payne.

Burlington, Ks.—Dr. H. T. Saltbury.

Emporia, Ks.—Dr. Frank Fencannon, Examiner, 511 Com.  
 Council Grove, Ks.—Dr. B. E. Miller.  
 Junction City, Ks.—Dr. L. R. King, Div. Surg., 209 1/2 Washington.

LOCOMOTIVES		TONNAGE RATINGS																
FROM	TO	Adjustment Tons	64% Booster Rating Tons	64% No. Cars	64% Rating Tons	57% No. Cars	47% Booster Rating Tons	47% No. Cars	47% Rating Tons	32% No. Cars								
Baden	Franklin	10	3750	94	3400	85	3150	79	3150	79	2800	70	2000	50				
West Alton	Franklin	12	4350	109	3950	99	3780	95	3780	95	3285	82	2300	57	Excess			
Franklin	Baden	10	4150	104	3600	90	3300	83	3300	83	2850	71	2000	50				
Franklin	W. Alton	12	4600	115	4000	100	3780	95	3780	95	3285	82	2245	55	Excess			
Franklin	Beaman	4	1950	49	1650	41	1500	38	1500	38	1200	30	840	21				
Beaman	Franklin	5	2220	56	1850	46	1665	42	1665	42	1350	34	900	23				
Beaman	Lindale	8	3660	92	3050	76	2700	67	2700	67	2100	53	1470	37				
Lindale	Beaman	8	3600	90	3000	75	2700	67	2700	67	2100	54	1510	38				
Bryson	Beaman	11	4600	115	4000	100	3600	90	3600	90	2830	72	2000	50	Excess			
Lindale	Parsons	6	2775	69	2405	60	2200	55	2200	55	1760	44	1285	32				
Parsons	Lindale	6	2880	72	2500	63	2250	56	2250	56	1800	45	1300	33				
Franklin	Moberly	5	.....	.....	.....	1730	43	1730	43	1440	36	1000	25					
Moberly	Franklin	5	.....	.....	.....	1730	43	1730	43	1440	36	1000	25					
Moberly	Fayette	9	.....	.....	.....	2600	65	2600	65	2145	54	1500	38	Excess				
McBaine	Columbia	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	25					
Columbia	McBaine	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	30					
Bryson	Paola	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	770	20					
Bryson	Holden	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	80	Excess				
Paola	Bryson	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	880	22					
Holden	Bryson	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	33	Excess				
Walker	Eldo. Springs	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	880	22					
Eldo. Spgs.	Walker	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	25					
Glen Park	Parsons	5	2450	61	2125	53	1995	50	1995	50	1590	40	1070	27				
Moran	Parsons	9	4000	100	3500	88	3100	78	3100	78	2400	60	1680	42	Excess			
Parsons	Glen Park	5	2670	67	2350	59	2100	53	2100	53	1680	42	1180	30				
Koch	Glen Park	10	4300	108	3750	94	3375	84	3375	84	2700	68	1890	47	Excess			
Parsons	Council Grove	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	50	1700	43	1190	30	
Council Grove	Junction City	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	1550	39	1325	33	925	23	
Burlington	Council Grove	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	2400	60	2050	51	1435	36	Excess
Junction City	Parsons	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	1650	51	1300	33	910	23	
Piqua	Parsons	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	2200	55	1850	46	1295	32	Excess
Moran	Iola	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1400	35				
Iola	Moran	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1200	30				

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.

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

	Weight of Car & contents	Wt. of Freight
Carload perishable moving under ice	45 tons	16 tons
Carload perishable in refrigerators not under ice	42 tons	16 tons
Refrigerators loaded with LCL merchandise	35 tons	7 tons
Other cars loaded with LCL merchandise	27 tons	7 tons
Live stock without bedding	35 tons	15 tons
Live stock—bedded car	37 tons	15 tons
Live Poultry	36 tons	10 tons

When actual weights obtained on perishable loads in refrigerators add 3 tons for ice when moving under refrigeration.

25-n. For loaded or empty stock cars containing bedding add 2 tons to light weight of car.

25-b. Use following tonnage for Caboose:

Caboose 350 to 723, incl. and 100011 to 100063, incl.	18 tons
Caboose 724 to 795, incl.	21 tons
Caboose 796 to 890, incl.	25 tons

25-e. Use following tonnage figures for light weights of system coal cars in the series shown, and on foreign cars of similar types:

40,000 series—hopper bottom	28 tons
40,500 series—hopper bottom	31 tons
41,000 series—flat bottom	24 tons
Other system coal cars	20 tons

25-d. When stencilled tare weights are secured by actual check, the actual tonnage figures should be shown on wheel reports and reports endorsed accordingly.

When actual tare weights are not obtained, use tonnage figures below for empty cars.

Kind	Amo	Bot	Flat	LFY	Rfr.	Stock	Tank	Ballast	Cinder
Tons	24	20	18	26	26	Clean 20 Bedded 22	22	21	19

- E. V. Johnson, Trainmaster,  
 F. P. Stocker, Chief Dispatcher,  
 N. C. Griffith,  
 D. E. Doyle,  
 W. A. Taylor,  
 D. W. Johnston, Dispatchers,  
 Boonville, Missouri

- E. J. Grace, Trainmaster,  
 J. H. Henley, Road Foreman,  
 J. I. Poole, Chief Dispatcher,  
 H. L. Bender,  
 J. A. Peterson,  
 G. R. Hillman,  
 W. M. Hooe, Dispatchers,  
 Parsons, Kansas

ROAD FOREMAN OF ENGINES HAS THE SAME AUTHORITY AS TRAINMASTER WHILE ON LINE OF ROAD.

