MISSOURI PACIFIC RAILWAY SYSTEM

MISSOURI, KANSAS AND TEXAS RAILWAY.

MAIN LINE.

I.	No. 153.	No. 151.	Mls	*June* 20, 1886.	No. 152.	No. 154.	6.
	*8 20 P.M.	*9 00A.M.	0	lve..**ST. LOUIS**.arr	*6 00 P.M.	*6 40A.M.	
A.M.	3 30A.M.	3 45 P.M.	188	arr...**Sedalia**..lve.	11 20A.M.	11 55 P.M.	A.M.
*1 30	*1026P.M.	*10 50A.M	0	lve,+Hannibal[1] ♁ arr.	4 35 P.M.	5 45A.M.	1 47
....	11 01 "	11 27 "	12	.....Rensalier.... ♁	3 59 "	5 10 "	....
....	11 26 "	11 55A.M.	22	..... Monroe.... ♁	3 32 "	4 46 "	....
....	11 58 P.M.	12 27NO'N	34	.....Stoutsville... ♁	2 58 "	4 16 "	....
3 10	12 31N'HT	12 55NO'N	44	+.....Paris ..... ♁	2 30 "	3 50 "	12 06
....	12 59N'HT	1 13 P.M.	52	.....Holliday .... ♁	2 09 "	3 28 "	....
....	1 16A.M.	1 26 "	57	.....Madison.... ♁	1 55 "	3 10 "	....
4 10	2 15 "	2 20 "	70	+....**Moberly**[2].. ♁	1 20 P.M.	2 15 "	*1110
A.M.	2 29 "	2 34 "	75	.... .Elliott..... ♁	12 46NO'N	1 42 "	P. M.
	2 42 "	2 46 "	80	.....**Higbee**[3].... ♁	12 33 "	1 31 "	
	3 04 "	3 10 "	88	.....Burton..... ♁	12 11NO'N	1 12A.M.	
	3 22 "	3 28 "	95	+.....Fayette..... ♁	11 53A.M.	12 57N'HT	
	3 44 "	3 48 "	102	.....Estill ..... ♁	11 32 "	12 39 "	
	3 55 "	4 00 "	106	.....Franklin..... ♁	11 20 "	12 30 "	
	4 00 "	4 05 "	108	+...**Boonville**[4].. ♁	11 15 "	12 25N'HT	
	4 15 "	4 21 "	112	.... Prairie Lick....	11 02 "	...	
	4 32 "	4 40 "	119	.....Pilot Grove...♁	10 45 "	11 58 P.M.	
	4 40 "	4 48 "	122	.....Harris..... ♁	10 37 "	11 51 "	
	4 47 "	4 57 "	125	...Pleasant Green. ♁	10 29 "	11 44 "	
	5 05 "	5 16 "	131	.....Clifton..... ♁	10 13 "	11 29 "	
	5 19 "	5 32 "	137	... ...Beaman.... ♁	9 58 "	11 15 "	
	5 35A.M.	5 50 P.M.	142	arr.+**Sedalia** [5] ♁ lve	9 42A.M.	11 02 P.M.	
	5 55A.M.	6 25 P.M.	142	lve.+.**Sedalia**. ♁ arr	7 55A.M.	10 40 P.M.	
	6 19 "	6 50 "	151	...,Camp Branch....	7 31 "	10 17 "	
	6 29 "	7 00 "	155	....Green Ridge.. ♁	7 20 "	10 08 "	
	6 55 "	7 25 "	163	+.... Windsor.... ♁	6 55 "	9 45 "	
	7 15 "	7 46 "	171	.....Calhoun.... ♁	6 33 "	9 23 "	
	7 26 "	7 57 "	175	..... Lewis..... ♁	6 21 "	9 12 "	
	7 45 "	8 17 "	182	+.....Clinton. ... ♁	6 02 "	8 53 "	
	8 05 "	8 35 "	188	.....Ladue.....	5 43 "	8 35 "	
	8 24 "	8 54 "	195	..... Montrose.... ♁	5 24 "	8 17 "	
	8 39 "	9 09 "	201	+..Appleton City. ♁	5 09 "	8 03 "	
	9 03 "	9 33 "	210	.....Rockville.... ♁	4 44 "	7 41 "	
	9 35 "	9 44 "	214	+... Schell City... ♁	4 33 "	7 30 "	
	10 06 "	10 13 "	225	.....Walker's... ♁	4 02 "	6 44 "	
	10 40 "	10 46 "	232	+....**Nevada** [6]... ♁	3 40 "	6 25 "	
	10 52 "	11 01 "	237	.....Ellis..... ♁	3 14 "	6 56 "	
	11 02 "	11 12 "	242	.....Deerfield.....	3 02 "	5 45 "	
	11 11 "	11 24 "	246	..... Clayton .... ♁	2 49 "	5 32 "	
	11 32 "	11 46 P.M.	253	+..**Fort Scott** [7]. ♁	2 30 "	5 10 "	
	11 48A.M.	12 03N'HT	260	.....Ronald.....	2 15 "	4 48 "	
	12 01NO'N	12 19 "	266	..... Hiattville... ♁	2 02 "	4 33 "	
	12 17 "	12 36 "	273	.....Hepler..... ♁	1 47 "	4 17 "	
	12 32 "	12 56N'HT	280	.....**Walnut**[8]... ♁	1 32 "	4 00 "	
	12 49NO'N	1 15A.M.	288	+..Osage Mission.. ♁	1 15A.M.	3 42 "	
	1 20 P.M.	1 55 "	301	arr+.**Parsons**[9].lve.	12 40N'HT	3 10 "	
	1 40 "	2 05 "	301	lve..**Parsons** ♁ arr.	12 30N'HT	2 50 "	
	2 15 "	2 40 "	316	+...**Oswego** [10]..♁	11 58 P.M.	2 16 "	
	2 37 "	3 02 "	325	+.....Chetopa.... ♁	11 36 "	1 52 "	
	2 60 "	3 16 "	331	....Russell Creek...	11 21 "	1 39 "	
	3 13 "	3 40 "	341	....Blue Jacket.....	10 55 "	1 15 P.M.	
	3 40 "	4 10 "	353	+.....**Vinita**[11]... ♁	10 25 "	12 47NO'N	
	3 57 "	4 32 "	361	.....Big Cabin.....	10 07 "	12 28 "	
	4 12 "	4 52 "	369	.....Adair	9 48 "	12 12NO'N	
	4 36 "	5 15 "	378	....Pryor Creek....	9 26 "	11 50A.M.	
	4 54 "	5 38 "	387	.....Chouteau.... ♁	9 05 "	11 32 "	
	5 43 "	6 33 "	409	.....Gibson..... ♁	8 12 "	10 41 "	
	6 08 "	7 00 "	418	...**Muskogee**[12] ♁	7 50 "	10 20 "	
	6 22 "	7 17 "	425	.....Summit	7 29 "	10 00 "	
	6 36 "	7 31 "	432	.....Oak-ta-ha.....	7 11 "	9 45 "	
	6 53 "	7 48 "	439	.....Checotah	6 53 "	9 30 "	
	7 04 "	8 00 "	444	..... Bond.....	6 35 "	9 18 "	
	7 40 "	8 40 "	453	.....Eufaula .... ♁	6 15 "	9 00 "	
	8 01 "	9 03 "	462	.. South Canadian ♁	5 53 "	8 19 "	
	8 20 "	9 23 "	470	..... Reams	5 13 "	8 00 "	
	8 40 "	9 45 "	479	.....McAllister... ♁	4 54 "	7 42 "	
	9 03 "	10 11 "	489	..... Savanna.... ♁	4 30 "	7 18 "	
	9 22 "	10 32 "	497	.....Ktowa	4 10 "	7 00 "	
	9 42 "	10 53 "	506	...Limestone Gap. ♁	3 50 "	6 40 "	
	9 54 "	11 06 "	511	.....Chili.....	3 37 "	6 29 "	
	10 08 "	11 21 "	517	.....Stringtown .. ♁	3 22 "	6 15 "	
	10 24 "	11 37A.M.	524	.....A-to-ka..... ♁	3 05 "	6 00 "	
	10 50 "	12 07NO'N	536	.....Caney... ...	2 38 "	5 34 "	
	11 10 "	12 26 "	544	.....Caddo..... ♁	2 17 "	5 15 "	
	11 27 "	12 43 "	551	.....Armstrong.....	2 01 "	4 59 "	
	11 39 P.M.	12 53NO'N	556	.....Durant.....	1 50 "	4 47 "	
	12 08N'HT	1 22 P.M.	568	.....Colbert .... ♁	1 22 "	4 20 "	
	*1230N'HT	*1 60 P.M.	575	ar.+.**Denison**[13]. ♁ lv.	*1 00 P.M.	*4 00A.M.	

Arrives at Kansas City 9 00 a.m.

Passengers who desire to stop at a local station should purchase tickets to such station only.

☞ **No Stop-over Checks** are issued on any kind or class of tickets except land explorers tickets.

☞ No stop-over allowed unless provided for in contract of tickets.

All trains run by *Central Standard Time.*

N.B.—* Daily; † daily, except Sunday; ‡ daily, except Monday; ♁ daily, except Saturday; ♁ Stops on signal. + Coupon stations. ♁ Telegraph stations.

DALLAS EXTENSION.

No. 191	Mls	*June* 13, 1886.	Mls	No. 192.
*4 15A.M.	0	lve...+**Denton**[18]. ♁ arr.	38	11 10 P.M.
5 05 "	15	.....Lewisville.... ♁	23	10 25 "
5 25 "	21	.....Trinity Mills.....	17	10 05 "
5 38 "	24	.....Carrollton.....	14	9 53 "
5 45 "	25	....Farmer's Branch....	13	9 45 "
6 00 "	29	.....Letot's.....	9	9 30 "
6 30A.M.	38	arr....+**Dallas**[19]. ♁ lve.	0	*9 00 P.M.

☞ FOR THROUGH CAR SERVICE, SEE PAGE 377.
OFFICERS, PAGE 376. CONNECTIONS, PAGE 378.

TEXAS EXTENSIONS.

No. 151.	No. 153.	Mls	*June* 13, 1886.	Mls	No. 154.	No. 152.
	*2 25 P.M.	0	lve..+**Denison**[13]...arr.	103	10 35A.M.	
	3 15 "	14	.....**Bells**[14].....	89	9 50 "	
	3 35 "	21	.....Whitewright.....	82	9 25 "	
	4 15 "	34	.. ..Leonard.....	69	8 45 "	
	4 45 "	44	.....Kingston.....	59	8 13 "	
	5 15 "	52	+ .. **Greenville**[15].....	51	7 45 "	
	5 55 "	66	.....Lone Oak.....	37	6 45 "	
	6 30 "	80	.....Emory.....	23	6 10 "	
	7 20 "	96	.....Golden.....	7	5 20 "	
	7 50 P.M.	103	arr..+**Mineola**[16]...lve.	0	*5 00A.M.	
*2 45 P.M.	*1 00A.M.	0	lve.+. **Denison**[13] ♁ arr.	40	2 15A.M.	
3 10 "	1 20 "	9	.....Pottsboro..... ♁	31	1 55 "	
3 27 "	....	16	.....Deaver.....	24	....	
5 00 "	2 05A.M.	25	+...**Whitesboro**[17].. ♁	15	*1 15A.M.	
5 36 "		32	.....Woodbine.....	8		
6 15 P.M.		40	arr..+**Gainesville** ♁ lve.	0		
*4 05 P.M.	*2 05A.M.	25	lve.**Whitesboro**[17] ♁ arr	233	1 15A.M.	
4 25 "	2 28 "	31	.....Collinsville..... ♁	227	12 50N'HT	
4 45 "	2 50 "	38	.....Tioga.....	220	12 30 "	
5 05 "	3 15 "	43	.....Pilot Point..... ♁	215	12 10N'HT	
5 42 "	....	56	.....Mingo.....	202	....	
6 00 "	4 10 "	61	+.....**Denton**[18]..... ♁	197	11 15 P.M.	
6 50 "	4 55 "	77	.....Roanoke.....	181	10 20 "	
7 20 "	5 25 "	87	.....Watauga.....	171	9 47 "	
8 35 "	7 00 "	96	+....**Fort Worth**[20]..♁	162	9 10 "	
9 00 "	7 20 "	103	....Bethel.....	155	8 00 "	
10 05 "	8 20 "	123	.....**Alvarado**[21]... ♁	135	7 05 "	
10 37 "	8 47 "	132	.....Grand View.... ♁	126	6 35 "	
11 32 P.M.	9 40 "	150	+.....Hillsboro..... ♁	108	5 43 "	
12 03N'HT	10 10 "	160	....Abbott..... ♁	98	5 20 "	
12 48N'HT	10 55 "	175	.....Geneva..... ..	83	4 40 "	
1 15A.M.	11 50A.M.	184	+.....**Waco**[22]..... ♁	74	4 15 "	
2 15 "	12 50NO'N	204	.....Eddy..... ♁	54	3 20 "	
3 05 "	1 40 P.M.	219	+.**Temple Junc.**[23] ♁	39	2 37 "	
3 18A.M.	1 55 P.M.	221	lve.....**Echo**[24].....arr.	37	2 27 P.M.	
3 50A.M.	3 00 P.M.	228	arr.....+**Belton**....lve.	0	*1 15 P.M.	
3 55A.M.	2 35 P.M.	235	.....Holland..... ♁	23	1 45 P.M.	
4 55A.M.	3 35 P.M.	258	arr....+**Taylor**[25]. ♁ lve.	0	*1235NO'N	
5 00A.M.	3 45 P.M.	258	lve... ..**Taylor**....arr.		12 15NO'N	
6 37A.M.	5 30 P.M.	294	.....**Austin**.....		10 27A.M.	
8 40A.M.	7 45 P.M.	325	.....**San Marcos**.....		8 40A.M.	
11 00A.M.	10 00 P.M.	374	....**San Antonio**.....		6 30A.M.	
3 00 P.M.		428	.....**Pearsall**.....			
8 15 P.M.		528	arr.....**Laredo**.....lve.			

NEOSHO SECTION.

No. 174.	Mls	*May* 30, 1886.	Mls	No. 173
*8 30A.M.	0	lve...+**Parsons**[9]...arr.	157	7 00 P.M.
8 48 "	5	.....Ladore.....	152	6 42 "
9 09 "	11	..... Galesburg	146	6 25 "
9 31 "	17	.....Urbana.....	140	6 03 "
10 04 "	26	+.....**Chanute**[29].....	131	5 34 "
10 37 "	35	+.....Humboldt.....	122	5 04 "
11 10 "	44	.....**Piqua**[30].....	113	4 34 "
11 30A.M.	50	+.... Neosho Falls.....	107	4 15 "
12 05NO'N	59	...**Leroy Junction**[31]..	98	3 45 "
12 17 "	64	.....Bristol.....	93	3 34 "
12 25 "	67	+....**Burlington**[32]....	90	3 26 "
12 45N'ON	75	.....Rockeby.....	82	3 07 "
1 03 P.M.	82	+..... Hartford.....	75	2 51 "
1 17 "	88	..... Wyckoff.....	69	2 36 "
1 55 "	....	+..Emporia Junction....	....	2 19 "
1 57 "	95	+.....**Emporia**[33].....	62	1 57 "
2 17 "	104	.....Americus.....	53	1 20 P.M.
2 49 "	111	.....Dunlap.....	46	12 46NO'N
3 25 "	120	....**Council Grove**....	37	12 10NO'N
3 49 "	127	.....Downing	30	11 44A.M.
4 09 "	132	.....Parkerville.....	25	11 25 "
4 26 "	137	..... White City.....	20	11 09 "
4 49 "	144	..... Skiddy	13	10 46 "
5 36 P.M.	157	arr+..Junction City[34] ♁ lve.	0	*1000A.M.

JEFFERSON SECTION.—NARROW GAUGE.

No. 144.	No. 142.	Mls	*June* 13, 1886.	Mls	No. 141.	No. 143.
†6 00A.M.	†8 40A.M.	0	lve. +Jefferson[26] ♁ arr.	155	3 55 P.M.	7 05 P.M.
6 20 "	9 02 "	5	..... Kellyville	150	3 35 "	6 40 "
7 10	9 35 "	12	.....Lassater.....	143	3 06 "	5 50 "
8 15 "	10 03 "	18	.....Avinger.....	137	2 42 "	5 15 "
9 45 "	10 55 "	28	..... Hughes..... ♁	127	2 00 "	4 05 "
10 20 "	11 17 "	34	.....Daingerfield .... ♁	121	1 30 "	3 20 "
11 00A.M.	11 40A.M.	40	..... Cason	115	1 10 P.M.	2 40 "
12 10NO'N	12 45NO'N	50	.....**Pittsburg**[27].. ♁	105	12 30NO'N	1 40 "
1 05 P.M.	1 05 P.M.	57	.....Leesburg.....	98	11 50A.M.	1 05 P.M.
1 45 "	1 25 "	65	.....Scroggin's.....	90	11 30 "	12 23NO'N
2 25 "	1 45 "	70	.....Winsboro..... ♁	85	11 08 "	11 35A.M.
3 35 "	2 28 "	83	..... Como	72	10 17 "	10 00 "
4 50 "	3 01 "	93	....Sulphur Springs.....	62	9 45 "	9 00 "
6 10 "	3 52 "	106	.....Black Jack..... ♁	49	8 55 "	7 35 "
6 50 "	4 15 "	113	.....Campbell.....	42	8 35 "	6 55 "
7 50 P.M.	5 00 "	123	arr+**Greenville**[15] ♁ lve.	32	7 55 "	5 55A.M.
8 30A.M.	5 20 "	123	lve..**Greenville**...arr.	32	7 25 "	4 50 P.M.
9 20 "	5 50 "	131	.....Foster.....	24	6 55 "	4 00 "
10 15 "	6 22 "	139	.....Farmersville.... ♁	16	6 27 "	3 00 "
11 55A.M.	7 25 P.M.	155	arr+**McKinney**[28] ♁ lve.	0	†5 30A.M.	†1 15 P.M.

TOPEKA, SALINA & WESTERN RAILWAY.

Train leaves Council Grove *9 25 p.m. for Topeka (70 miles); Elmo (44 miles), arriving at Salina (70 miles) 7 15 p.m. Returning, leaves Salina *8 15 a.m., arriving at Council Grove 12 05 noon. *May* 30, 1886.

By THE UNION SWITCH & SIGNAL CO'S Automatic Electric Rail Circuit Block system, if a car is standing on branches or sidings too close to main line a danger signal will be shown. *See last editorial page.*