

**UNITED STATES RAILROAD ADMINISTRATION**

W. G. McAdoo, Director General of Railroads

**MISSOURI, KANSAS & TEXAS RAILROAD**

**PARSONS DISTRICT**

**EMPLOYEES' TIME TABLE NO. 1**

**EFFECTIVE SUNDAY, NOVEMBER 17, 1918**

AT 12:01 O'CLOCK A. M.

**All Previous Time Tables are Void and Must be Destroyed**

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES of this Railroad Only.

The Management reserves the right to vary from it at pleasure.

**S. B. MOORE,**

Superintendent.

**W. E. WILLIAMS,**

General Superintendent.

**C. N. WHITEHEAD,**

General Manager.

**L. KRAMER,**

Federal Manager.

West Bound

SEDALIA DIVISION

West Bound

| FOURTH CLASS                             |  |  |  | THIRD CLASS                 |                                | Distance from St. Louis | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 | Car Capacity<br>Passing<br>Tracks<br>Fuel,<br>Water,<br>Turn Table,<br>Telephone,<br>Track<br>Scales,<br>Wye | FIRST CLASS          |                         | SECOND CLASS             |  |                                    |                       |                       |
|--|--|--|--|-----------------------------|--------------------------------|-------------------------|--|--|----------------------|-------------------------|--------------------------|--|------------------------------------|-----------------------|-----------------------|
| 97<br>Way Freight<br>Daily Except Sunday | 95<br>Way Freight<br>Daily Except Sunday | 93<br>Way Freight<br>Daily Except Sunday | 91<br>Way Freight<br>Daily Except Sunday | 71<br>Fast Freight<br>Daily | 75<br>Through Freight<br>Daily |                         |  |  | 5<br>Flyer<br>Daily  | 9<br>Passenger<br>Daily | 7<br>Passenger<br>Daily  | 37<br>Passenger<br>Daily Except Sunday | 23<br>Mixed<br>Daily Except Sunday | 53<br>Mixed<br>Daily  |                       |
| 7.15 <sup>AM</sup>                       | 7.30 <sup>AM</sup>                       |  |  | 6.00 <sup>PM</sup>          | 2.00 <sup>PM</sup>             | 227.1                   | Leave N SEDALIA 0.6  | Leave X COPRYW Yard  | 3.10 <sup>AM</sup>   |                         | 7.00 <sup>AM</sup>       | 3.00 <sup>PM</sup>                     | 6.00 <sup>AM</sup>                 |                       |                       |
|  |  |  |  |                             |                                | 227.7                   | Mo. Pac. Crossing 3.1  |  |                      |                         |                          |  |                                    |                       |                       |
| f 7.25                                   | 7.45                                     |  |  | 6.15                        | 2.15 <sup>95</sup>             | 230.8                   | POWELL 5.3   | P 110  | 3.17                 |                         | 7.07                     | 3.07                                   | 6.07                               |                       |                       |
| f 7.38                                   | f 8.10 <sup>72</sup>                     |  |  | 6.35                        | 2.32                           | 236.1                   | CAMP BRANCH 3.1  | P 62   | 3.25                 |                         | f 7.16                   | 3.15                                   | f 6.15                             |                       |                       |
| s 7.55 <sup>72</sup>                     | f 8.18                                   |  |  | 6.47                        | 2.45                           | 239.2                   | GREEN RIDGE 4.6  | Q F 106  | 3.30                 |                         | s 7.22                   | s 3.23 <sup>96</sup>                   | s 6.22                             |                       |                       |
| s 8.15                                   | s 8.30 <sup>AM</sup>                     |  |  | 7.05                        | 3.00 <sup>96</sup>             | 243.8                   | BRYSON 4.0   | KC PY 44   | 3.38                 |                         | s 7.30 <sup>72</sup>     | s 3.32 <sup>38</sup>                   | kr 6.30 <sup>AM</sup>              |                       |                       |
| s 8.32                                   |  |  |  | 7.22                        | 3.15                           | 247.8                   | WINDSOR 7.7  | WI P 100   | 3.44                 |                         | s 7.40                   | s 3.40                                 |                                    |                       |                       |
| s 9.05                                   |  |  |  | 7.50                        | 3.40                           | 255.5                   | GALHOUN 4.2  | CO PW 67   | 3.56                 |                         | s 7.55                   | s 3.56                                 |                                    |                       |                       |
| s 9.25                                   |  |  |  | 8.07                        | 4.04 <sup>7/10</sup>           | 259.7                   | LEWIS 5.7  | ES P 67  | 4.02                 |                         | s 8.05 <sup>8</sup>      | s 4.04 <sup>10/75</sup>                |                                    |                       |                       |
|  |  |  |  |                             |                                | 265.4                   | St. L.-S. F. Crossing 1.2                                      |  |                      |                         |                          |  |                                    |                       |                       |
| kr 10.00 <sup>AM</sup>                   |  |  | lr 8.35 <sup>AM</sup>                    | 8.35                        | 4.40                           | 266.6                   | CLINTON 0.5  | C PO 55  | s 4.20               |                         | s 8.25                   | s 4.25                                 |                                    |                       |                       |
|  |  |  |  |                             |                                | 267.1                   | K. C. C. & S. Interlocker 6.3                                  |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  | s 9.00                                   | 9.00 <sup>76</sup>          | 5.07                           | 273.4                   | LADUE 5.5  | DY PW 110  | 4.32                 |                         | s 8.42                   | s 4.40                                 |                                    |                       |                       |
|  |  |  | s 9.50 <sup>74</sup>                     | 9.30                        | 5.35                           | 280.2                   | MONTRORSE 5.5  | MS P 73  | 4.43 <sup>72</sup>   |                         | s 8.57                   | s 4.55                                 |                                    |                       |                       |
|  |  |  | s 10.50 <sup>90</sup>                    | 9.50                        | 5.55                           | 285.7                   | APPLETON CITY 2.2  | PN P 82  | 4.52                 |                         | s 9.10                   | s 5.07                                 |                                    |                       |                       |
|  |  |  |  | 11.00                       | 6.03                           | 288                     | MARGE 6.0  | PCY 200  | 4.56                 |                         | s 9.15 <sup>74</sup>     | s 5.12                                 |                                    |                       |                       |
|  |  |  |  | s 12.05 <sup>PM</sup>       | 6.30                           | 294.5                   | ROCKVILLE 3.9  | RK P 40  | 5.08                 |                         | s 9.30 <sup>90</sup>     | s 5.25                                 |                                    |                       |                       |
|  |  |  |  | s 12.45                     | 6.47                           | 298.4                   | SHELL CITY 5.1   | SC PW 110  | 5.13                 |                         | s 9.39                   | s 5.34                                 |                                    |                       |                       |
|  |  |  |  | s 1.57 <sup>10</sup>        | 7.08 <sup>76</sup>             | 303.5                   | HARWOOD 5.8  | WD P 55  | 5.21                 |                         | s 9.49                   | s 5.45                                 |                                    |                       |                       |
|  |  |  |  | s 2.35                      | 7.30                           | 309.3                   | WALKER 7.1   | WR PY 110  | 5.30                 |                         | s 10.00                  | s 5.57                                 |                                    | lr 9.40 <sup>AM</sup> | lr 3.30 <sup>PM</sup> |
|  |  |  |  |                             |                                | 316.7                   | Mo. Pac. Junction 0.4  |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  | lv 8.30 <sup>AM</sup>                    | 11.55                       | 8.00                           | 317.1                   | NEVADA 6.3   | NA CPYRW Yard  | s 5.45 <sup>8</sup>  |                         | s 10.15                  | s 6.17 <sup>76</sup>                   |                                    | kr 9.55 <sup>AM</sup> | kr 3.50 <sup>PM</sup> |
|  |  |  | f 8.55                                   | 12.25 <sup>AM</sup>         | 8.30                           | 323.4                   | ELLIS 3.5  | P 82   | 5.54                 |                         | f 10.30                  | f 6.25                                 |                                    |                       |                       |
|  |  |  | s 9.10                                   | 12.40                       | 8.45                           | 326.9                   | DEERFIELD 4.3  | P 110  | 5.59                 |                         | s 10.38                  | f 6.32                                 |                                    |                       |                       |
|  |  |  | s 9.30                                   | 1.00 <sup>72</sup>          | 9.05                           | 331.2                   | EVE 6.2  | CN P 42  | 6.05                 |                         | s 10.48                  | f 6.42                                 |                                    |                       |                       |
|  |  |  |  |                             |                                | 337.4                   | St. L.-S. F. Crossing 0.2                                      |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  |  |                             |                                | 337.6                   | Mo. Pac. Crossing 0.6  |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  | s 10.00<br>10.45                         | 1.30                        | 9.37 <sup>6</sup>              | 338.2                   | FORT SCOTT 0.9   | FS PW Yard   | s 6.19 <sup>74</sup> |                         | s 11.12                  | s 7.00                                 |                                    |                       |                       |
|  |  |  |  |                             |                                | 339.1                   | Mo. Pac. Interlocker 6.1                                       |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  | s 11.05                                  | 1.55                        | 10.05                          | 345.2                   | RONALD 5.9   | P 100  | 6.31                 |                         | f 11.26                  | 7.14                                   |                                    |                       |                       |
|  |  |  | s 11.43 <sup>10</sup>                    | 2.20                        | 10.30                          | 351.1                   | HIATTVILLE 0.9   | HI P 100   | 6.40                 |                         | s 11.43 <sup>93/10</sup> | s 7.25                                 |                                    |                       |                       |
|  |  |  | s 12.10 <sup>PM 92</sup>                 | 2.45                        | 11.05 <sup>72</sup>            | 358.0                   | HEPLER 7.0   | PR PW 73   | 6.51                 |                         | s 11.57 <sup>92</sup>    | s 7.40                                 |                                    |                       |                       |
|  |  |  |  |                             |                                | 365.0                   | A. T. & S. F. Interlocker 0.0                                  |  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  | s 1.00                                   | 3.15                        | 11.30                          | 365.0                   | WALNUT 7.9   | WA P 71  | 7.02                 |                         | s 12.14 <sup>PM</sup>    | s 7.55                                 |                                    |                       |                       |
|  |  |  | s 1.45                                   | 3.49 <sup>8</sup>           | 12.01 <sup>AM</sup>            | 372.9                   | ST. PAUL 6.6   | OM PW 110  | 7.14                 |                         | s 12.32                  | s 8.15                                 |                                    |                       |                       |
|  |  |  | s 2.33 <sup>76</sup>                     | 4.30 <sup>74</sup>          | 12.30                          | 379.5                   | SOUTH MOUND 3.1  | OF P 100   | 7.25                 |                         | f 12.51                  | f 8.33 <sup>6</sup>                    |                                    |                       |                       |
|  |  |  | 2.55                                     | 4.45                        | 12.45                          | 382.6                   | CUT OFF 3.4  | P  | 7.30                 |                         | 12.58                    | 8.40                                   |                                    |                       |                       |
|  |  |  | 3.15 <sup>PM</sup>                       | 5.30 <sup>AM</sup>          | 1.30 <sup>AM</sup>             | 386.0                   | NORTH YARD 0.6   | SY CPYRW Yard  |                      |                         |                          |  |                                    |                       |                       |
|  |  |  |  |                             |                                | 386.6                   | PARSONS  | Arrive   | 7.40 <sup>AM</sup>   |                         | 1.10 <sup>PM</sup>       | 8.50 <sup>PM</sup>                     |                                    |                       |                       |

Nos. 92, 93, 95 and 96 carry passengers.

No. 5 stop at Windsor and Appleton City for passengers from St. Louis, and beyond.

Nos. 9 and 10 stop on flag at Hollister.

Nos. 20, 23, 50, 53 37 and 38, one hour or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rule 82 and 220.)



East Bound

SEDALIA DIVISION

East Bound

| SECOND CLASS           |             |                        |                    |                    | FIRST CLASS | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 | Station<br>Numbers | THIRD CLASS              |                          |                     | FOURTH CLASS           |                        |                        |                        |
|------------------------|-------------|------------------------|--------------------|--------------------|-------------|--|--------------------|--------------------------|--------------------------|---------------------|------------------------|------------------------|------------------------|------------------------|
| 50<br>Mixed            | 20<br>Mixed | 38<br>Passenger        | 8<br>Passenger     | 10<br>Passenger    | 6<br>Flyer  |  |                    | 74<br>Through<br>Freight | 76<br>Through<br>Freight | 72<br>Fast Freight  | 90<br>Way Freight      | 92<br>Way Freight      | 96<br>Way Freight      | 98<br>Way Freight      |
| Daily Except<br>Sunday | Daily       | Daily Except<br>Sunday | Daily              | Daily              | Daily       |  |                    | Daily                    | Daily                    | Daily               | Daily Except<br>Sunday | Daily Except<br>Sunday | Daily Except<br>Sunday | Daily Except<br>Sunday |
|                        |             | 4.10 <sup>PM</sup>     | 9.15 <sup>AM</sup> | 5.30 <sup>PM</sup> |             | 12.50 <sup>AM</sup>  | 227                | 1.05 <sup>PM</sup>       | 12.05 <sup>AM</sup>      | 9.00 <sup>AM</sup>  |                        | 3.50 <sup>PM</sup>     | 2.30 <sup>PM</sup>     |                        |
|                        |             |                        |                    |                    |             | Arrive N SEDALIA Arrive X                                      |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             | 4.01                   | 9.07               | 5.17               |             | 0.6<br>Mo. Pac. Crossing                                       |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             | 3.50                   | 8.57               | 5.07               |             | 3.1<br>POWELL  | 231                | 12.50                    | 11.47                    | 8.40                |                        | 3.42                   | 2.15 <sup>75</sup>     |                        |
|                        |             | 3.42                   | 8.50               | 4.58               |             | 5.3<br>CAMP BRANCH   | 236                | 12.32                    | 11.26                    | 8.10 <sup>95</sup>  |                        | 3.31                   | 1.53                   |                        |
|                        |             | 3.32 <sup>PM</sup>     | 8.41               | 4.45               |             | 4.6<br>GREEN RIDGE   | 239                | 12.20                    | 11.15                    | 7.55 <sup>97</sup>  |                        | 3.23 <sup>75</sup>     | 1.40                   |                        |
|                        |             |                        |                    |                    |             | 4.0<br>BRYSON  | 244                | 12.02 <sup>PM</sup>      | 10.56                    | 7.30 <sup>95</sup>  |                        | 3.00 <sup>PM</sup>     | 1.20                   |                        |
|                        |             |                        |                    |                    |             | 7.7<br>WINDSOR   | 248                | 11.42                    | 10.40                    | 7.10                |                        |                        | 12.55                  |                        |
|                        |             |                        |                    |                    |             | 4.2<br>CALHOUN   | 255                | 11.18                    | 10.10                    | 6.28                |                        |                        | 12.10 <sup>PM</sup>    |                        |
|                        |             |                        |                    |                    |             | 5.7<br>LEWIS   | 260                | 11.03                    | 9.45                     | 6.15                |                        |                        | 11.40                  |                        |
|                        |             |                        |                    |                    |             | 1.2<br>St. L.-S. F. Crossing                                   |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 0.5<br>CLINTON   | 267                | 10.33                    | 9.27                     | 5.45                |                        | 2.05 <sup>PM</sup>     | 11.00 <sup>AM</sup>    |                        |
|                        |             |                        |                    |                    |             | 0.3<br>K. C. C. & S. Interlocker                               |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 0.3<br>LADUE   | 273                | 10.13                    | 9.00 <sup>71</sup>       | 5.15                |                        | 1.00                   |                        |                        |
|                        |             |                        |                    |                    |             | 5.5<br>MONTROSE  | 280                | 9.50 <sup>91</sup>       | 8.34                     | 4.43 <sup>95</sup>  |                        | 12.05 <sup>PM</sup>    |                        |                        |
|                        |             |                        |                    |                    |             | 2.2<br>APPLETON CITY   | 286                | 9.30                     | 8.12                     | 4.10                |                        | 10.50 <sup>91</sup>    |                        |                        |
|                        |             |                        |                    |                    |             | 0.6<br>MARGE   | 288                | 9.15 <sup>9</sup>        | 8.05                     | 4.00                |                        | 10.30                  |                        |                        |
|                        |             |                        |                    |                    |             | 3.9<br>ROCKVILLE   | 294                | 8.55                     | 7.40                     | 3.35                |                        | 9.30 <sup>9</sup>      |                        |                        |
|                        |             |                        |                    |                    |             | 5.1<br>SCHELL CITY   | 298                | 8.42                     | 7.25                     | 3.20                |                        | 9.09                   |                        |                        |
|                        |             |                        |                    |                    |             | 5.8<br>HARWOOD   | 303                | 8.25                     | 7.08 <sup>75</sup>       | 3.00                |                        | 8.45                   |                        |                        |
|                        |             |                        |                    |                    |             | 7.4<br>WALKER  | 309                | 8.07                     | 6.45                     | 2.35                |                        | 8.20                   |                        |                        |
|                        |             |                        |                    |                    |             | 0.4<br>Mo. Pac. Junction                                       |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 6.3<br>NEVADA  | 317                | 7.40                     | 6.17 <sup>7</sup>        | 2.05                |                        | 7.45 <sup>AM</sup>     | 4.00 <sup>PM</sup>     |                        |
|                        |             |                        |                    |                    |             | 2.5<br>ELLIS   | 323                | 7.15                     | 5.48                     | 1.35                |                        | 3.20                   |                        |                        |
|                        |             |                        |                    |                    |             | 4.3<br>DEERFIELD   | 327                | 7.05                     | 5.38                     | 1.20                |                        | 3.00                   |                        |                        |
|                        |             |                        |                    |                    |             | 6.2<br>EVE   | 331                | 6.48                     | 5.25                     | 1.00 <sup>71</sup>  |                        | 2.40                   |                        |                        |
|                        |             |                        |                    |                    |             | 0.2<br>St. L.-S. F. Crossing                                   |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 0.6<br>Mo. Pac. Crossing                                       |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 0.9<br>FORT SCOTT  | 338                | 6.19 <sup>5</sup>        | 5.00                     | 12.30 <sup>AM</sup> |                        | 2.00                   |                        |                        |
|                        |             |                        |                    |                    |             | 6.1<br>Mo. Pac. Interlocker                                    |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 5.9<br>RONALD  | 345                | 6.01                     | 4.35                     | 11.57               |                        | 1.20                   |                        |                        |
|                        |             |                        |                    |                    |             | 6.9<br>HIATTVILLE  | 351                | 5.46                     | 4.15                     | 11.33               |                        | 12.50                  |                        |                        |
|                        |             |                        |                    |                    |             | 7.0<br>HELPER  | 358                | 5.29                     | 3.50                     | 11.05 <sup>75</sup> |                        | 12.10 <sup>PM</sup>    | 11.27 <sup>9 10</sup>  |                        |
|                        |             |                        |                    |                    |             | 0.0<br>A. T. & S. F. Interlocker                               |                    |                          |                          |                     |                        |                        |                        |                        |
|                        |             |                        |                    |                    |             | 7.9<br>WALNUT  | 365                | 5.10                     | 3.20                     | 10.35               |                        | 10.50                  |                        |                        |
|                        |             |                        |                    |                    |             | 6.6<br>ST. PAUL  | 373                | 4.48                     | 2.58                     | 10.00               |                        | 10.00                  |                        |                        |
|                        |             |                        |                    |                    |             | 3.1<br>SOUTH MOUND   | 380                | 4.30 <sup>71</sup>       | 2.33 <sup>93</sup>       | 9.38                |                        | 9.20                   |                        |                        |
|                        |             |                        |                    |                    |             | 3.4<br>CUT OFF   | 383                | 4.20                     | 2.20                     | 9.20                |                        | 9.00                   |                        |                        |
|                        |             |                        |                    |                    |             | 0.6<br>NORTH YARD  | 386                | 4.00 <sup>AM</sup>       | 2.00 <sup>PM</sup>       | 9.00 <sup>PM</sup>  |                        | 8.45 <sup>AM</sup>     |                        |                        |
|                        |             |                        |                    |                    |             | 0.6<br>PARSONS   | 387                |                          |                          |                     |                        |                        |                        |                        |

No. 6 stop at Appleton City for passengers to St. Louis, or beyond.

Nos. 20, 23, 50, 53, 37 and 38 one hour or more behind either their schedule arriving or leaving time lose both right and schedule and can thereafter proceed only as authorized by train order. (See Rule 82 and 220.)

AUTOMATIC BLOCK SIGNALS.  
South end Sedalia yard.  
Between M.P. 381-6 and 385.2.



South Bound

KANSAS CITY DIVISION

South Bound

|  | FOURTH CLASS                          |                             | THIRD CLASS           |                         | Distance<br>from<br>Kansas City | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 | Car<br>Capacity<br>Passing<br>Tracks<br>Fuel,<br>Water,<br>Turn Table<br>Telephone<br>Track<br>Scales,<br>Wye | FIRST CLASS        |                       | SECOND CLASS        |                              |
|--|---------------------------------------|-----------------------------|-----------------------|-------------------------|---------------------------------|--|---|--------------------|-----------------------|---------------------|------------------------------|
|  | 99                                    | 89                          | 87                    | 81                      |                                 |  |   | 23                 | 27                    | 29                  | 19                           |
|  | Way Freight<br>Daily Except<br>Sunday | Through<br>Freight<br>Daily | Fast Freight<br>Daily | Fast Freight<br>Daily   |                                 |  |   | Limited<br>Daily   | Passenger<br>Daily    | Passenger<br>Daily  | Neosho<br>Passenger<br>Daily |
|  |                                       |                             |                       |                         | .0                              | KANSAS CITY Leave  |   | 4.15PM             | 9.15PM                | 8.00AM              |                              |
|  |                                       | 11.00AM                     | 8.00PM                | 6.30PM                  | 2.6                             | Leave N GLEN PARK Ky   | TCWOP   |                    |                       |                     |                              |
|  |                                       |                             |                       |                         |                                 | Joint Track with<br>St. L. - S. F. Ry.<br>40.5                 |   |                    |                       |                     |                              |
|  | 7.30AM                                | 2.00PM                      | 10.00PM               | 9.00PM <sup>86 30</sup> | 43.1                            | Lv N PAOLA PD Lv   | TCWP<br>Yard  | 5.45PM             | 10.35PM               | 9.25AM              |                              |
|  |                                       |                             |                       |                         | 43.4                            | Mo. Pac. Interlocker<br>3.1                                    |   |                    |                       |                     |                              |
|  | 7.45                                  | 2.20                        | 10.15                 | 9.15                    | 46.5                            | KOCH   | 65 P  | 5.53               | 10.42                 | 9.33                |                              |
|  | 7.57                                  | 2.38 <sup>98</sup>          | 10.26                 | 9.30                    | 49.0                            | NO BANGOR  | 122 [WP   | 6.00               | 10.49                 | 9.40                |                              |
|  | 8.15                                  | 2.52                        | 10.45                 | 9.48                    | 54.6                            | D BEAGLE B   | 98 P  | 6.12               | 11.00                 | 9.50 <sup>82</sup>  |                              |
|  | 8.40                                  | 3.15                        | 11.13 <sup>27</sup>   | 10.15                   | 61.6                            | N PARKER H   | 100 P<br>44   | 6.23               | 11.13 <sup>87</sup>   | 10.03               |                              |
|  | 8.50                                  | 3.23                        | 11.35                 | 10.27                   | 64.6                            | GOODRICH   | 12 P  | 6.28               | 11.18                 | 10.09               |                              |
|  | 9.00 <sup>82</sup>                    | 3.31                        | 11.50 <sup>84</sup>   | 10.36                   | 66.8                            | FINDLAY  | 100 P   | 6.32               | 11.23                 | 10.14               |                              |
|  | 9.15                                  | 3.41                        | 12.06AM               | 10.46                   | 70.0                            | D CENTERVILLE C  | 35 WP   | 6.38               | 11.30 <sup>84</sup>   | 10.21               |                              |
|  | 9.25                                  | 3.50                        | 12.20                 | 10.55                   | 72.7                            | OAKWOOD  | 83 P  | 6.43               | 11.36                 | 10.27               |                              |
|  | 9.35                                  | 3.58                        | 12.33                 | 11.07 <sup>84</sup>     | 75.3                            | NO VANCE VN  | 100 P   | 6.48 <sup>86</sup> | 11.41                 | 10.35 <sup>24</sup> |                              |
|  | 9.55                                  | 4.08                        | 12.50                 | 11.23                   | 78.5                            | SELMA  | 15 P  | 6.53               | 11.49                 | 10.43               |                              |
|  |                                       |                             |                       |                         | 78.6                            | Mo. Pac. Interlocker<br>4.1                                    |   |                    |                       |                     |                              |
|  |                                       |                             |                       |                         | 82.7                            | Mo. Pac. Interlocker<br>0.1                                    |   |                    |                       |                     |                              |
|  | 10.22 <sup>24</sup>                   | 4.20                        | 1.13                  | 11.45                   | 82.8                            | N KINGAID KI   | 88 P  | 7.00               | 11.59                 | 10.52               |                              |
|  | 11.03 <sup>29</sup>                   | 4.34                        | 1.35                  | 12.09AM <sup>27</sup>   | 87.0                            | D MILDRED MR   | 59 P  | 7.08               | 12.09AM <sup>81</sup> | 11.03 <sup>99</sup> |                              |
|  | 11.30                                 | 4.39                        | 1.45                  | 12.20                   | 89.0                            | BAYARD   | 49 P  | 7.11               | 12.14                 | 11.08               |                              |
|  | 11.55 <sup>98</sup>                   | 5.00                        | 2.15                  | 12.50                   | 94.7                            | N MORAN MN   | TCWP<br>Yard  | 7.20 <sup>30</sup> | 12.28                 | 11.20 <sup>98</sup> |                              |
|  |                                       |                             |                       |                         | 94.8                            | Mo. Pac. Interlocker<br>4.2                                    |   |                    |                       |                     |                              |
|  | 12.15PM                               | 5.17 <sup>86</sup>          | 2.32                  | 1.07                    | 99.0                            | D DURHAM   | 61 P  | 7.31               | 12.37                 | 11.33               |                              |
|  | 12.35                                 | 5.35                        | 2.48                  | 1.25                    | 103.4                           | D ELSMORE UN   | 105 P   | 7.40               | 12.45                 | 11.42               |                              |
|  | 12.50                                 | 5.50                        | 3.00                  | 1.38                    | 106.4                           | N SAVONBURG SG   | 73 P  | 7.47               | 12.51                 | 11.49               |                              |
|  | 1.05                                  | 6.05                        | 3.15                  | 1.57                    | 110.4                           | D STARK DK   | 25 P  | 7.56               | 12.58                 | 11.57               |                              |
|  | 1.15                                  | 6.29 <sup>30</sup>          | 3.25                  | 2.07                    | 112.6                           | KIMBALL  | 80 P  | 8.00               | 1.02                  | 12.02PM             |                              |
|  |                                       |                             |                       |                         | 119.9                           | A. T. & S. F. Interlocker<br>0.7                               |   |                    |                       |                     |                              |
|  | 1.50                                  | 6.50                        | 3.54 <sup>28</sup>    | 2.40                    | 120.6                           | N ERBE RI  | 60 P<br>100 SW  | 8.16               | 1.16                  | 12.20               |                              |
|  | 2.15                                  | 7.05                        | 4.15                  | 3.05                    | 126.3                           | HERTHA   | 26 P  | 8.26               | 1.27                  | 12.33               |                              |
|  | 2.32                                  | 7.17                        | 4.40                  | 3.33 <sup>28</sup>      | 130.6                           | DUDLEY   | 95 P  | 8.35 <sup>84</sup> | 1.36                  | 12.44               |                              |
|  | 2.50                                  | 7.30                        | 5.00 <sup>82</sup>    | 3.45                    | 133.7                           | M., K. & T. Crossing<br>2.5                                    |   | 8.40               | 1.45                  | 12.54               |                              |
|  | 3.00PM                                | 7.45PM <sup>84</sup>        | 5.30AM                | 4.30AM                  | 136.3                           | Arrive N NORTH YARD SY   | Yard P  |                    |                       |                     | 7.40PM                       |
|  |                                       |                             |                       |                         | 136.5                           | N PARSONS DS   | COTWYP<br>Yard  | 8.50PM             | 1.55AM                | 1.05AM              | 7.45PM                       |
|  | <b>99</b>                             | <b>89</b>                   | <b>87</b>             | <b>81</b>               |                                 | 136.5  |   | <b>23</b>          | <b>27</b>             | <b>29</b>           | <b>19</b>                    |

All trains must approach M., K. & T. Crossing Mile 133.7 under control.

Train and Enginemmen must provide themselves with St. L. - S. F. Rules and current Time Table and be governed thereby between Kansas City and Paola.

Trains will be governed by Kansas City Terminal Railway rules and regulations while on their tracks.



No. 19 is superior to Nos. 24 and 30 North Yard to Parsons.  
No. 29 is superior to No. 20 North Yard to Parsons.

North Bound

**KANSAS CITY DIVISION**

North Bound

| SECOND CLASS           |                                    | FIRST CLASS   |                     | Time Table No. 1.                          |         | Station Numbers                      | THIRD CLASS           |                       |                                    | FOURTH CLASS         |  |
|------------------------|------------------------------------|---------------|---------------------|--|---------|--------------------------------------|-----------------------|-----------------------|------------------------------------|----------------------|--|
| 20<br>Neosho Passenger | 30<br>Passenger                    | 24<br>Limited | 28<br>Passenger     | Effective 12:01 A. M.<br>November 17, 1918 |         |                                      | 82<br>Through Freight | 86<br>Through Freight | 84<br>Through Freight              | 98<br>Way Freight    |  |
| Daily                  | Daily                              | Daily         | Daily               | STATIONS                                   |         | Daily                                | Daily                 | Daily                 | Daily Except Sunday                |                      |  |
|                        | 10.20PM                            |               | 1.05PM              | 7.55AM                                     | Arrive  | KANSAS CITY                          | A 0                   |                       |                                    |                      |  |
|                        |                                    |               |                     |  | N       | GLEN PARK KY                         | Arrive                | A 3                   | 1.00PM                             | 12.30AM              | 5.00AM                                       |
|                        |                                    |               |                     |  |         | Joint Track with<br>St. L.-S. F. Ry. |                       |                       |                                    |                      |  |
|                        | 9.00PM <sup>81</sup> <sub>86</sub> |               | 11.35AM             | 6.35AM                                     | N       | PAOLA PD #                           | A 43                  | 10.45AM               | 9.00PM <sup>81</sup> <sub>30</sub> | 1.20AM               | 3.00PM                                       |
|                        |                                    |               |                     |  |         | Mo. Pac. Interlocker                 |                       |                       |                                    |                      |  |
|                        | f 8.49                             |               | 11.26               | 6.25                                       | A       | KOCH                                 | A 47                  | 10.25                 | 8.35                               | 1.03                 | f 2.50                                       |
|                        | f 8.43                             |               | 11.19               | 6.15                                       | NO      | BANGOR                               | A 50                  | 10.10                 | 8.18                               | 12.50                | f 2.38 <sup>85</sup>                         |
|                        | s 8.34                             |               | 11.10               | 6.05                                       | D       | BEAGLE B                             | A 55                  | 9.50 <sup>29</sup>    | 8.02                               | 12.35                | s 2.23                                       |
|                        | s 8.20                             |               | 10.58               | 5.52                                       | N       | PARKER H                             | A 62                  | 9.20                  | 7.35                               | 12.10AM              | s 2.00                                       |
|                        | f 8.13                             |               | 10.53               | 5.46                                       | A       | GOODRICH                             | A 65                  | 9.08                  | 7.26                               | 11.58                | f 1.47                                       |
|                        | f 8.09                             |               | 10.49               | 5.42                                       | A       | FINDLAY                              | A 67                  | 9.00 <sup>99</sup>    | 7.17                               | 11.50 <sup>87</sup>  | f 1.40                                       |
|                        | s 8.03                             |               | 10.44               | 5.36                                       | D       | CENTERVILLE C                        | A 70                  | 8.50                  | 7.05                               | 11.30 <sup>27</sup>  | s 1.30                                       |
|                        | f 7.58                             |               | 10.40               | 5.31                                       | A       | OAKWOOD                              | A 73                  | 8.40                  | 6.55                               | 11.16                | f 1.17                                       |
|                        | f 7.54                             |               | 10.35 <sup>29</sup> | 5.25                                       | NO      | VANCE VN                             | A 75                  | 8.32                  | 6.48 <sup>23</sup>                 | 11.07 <sup>81</sup>  | f 1.05                                       |
|                        | s 7.49                             |               | 10.29               | 5.17                                       | A       | SELMA                                | A 79                  | 8.18                  | 6.29                               | 10.57                | s 12.55                                      |
|                        |                                    |               |                     |  |         | Mo. Pac. Interlocker                 |                       |                       |                                    |                      |  |
|                        | s 7.41                             |               | 10.22 <sup>99</sup> | 5.08                                       | N       | KINCAID KI                           | A 83                  | 8.03                  | 6.06                               | 10.46                | s 12.40                                      |
|                        | s 7.34                             |               | 10.14               | 4.59                                       | D       | MILDRED MR                           | A 87                  | 7.47                  | 5.52                               | 10.36                | s 12.25                                      |
|                        | s 7.29                             |               | 10.10               | 4.55                                       | A       | BAYARD                               | A 89                  | 7.40                  | 5.45                               | 10.31                | s 12.15PM                                    |
|                        | s 7.20 <sup>23</sup>               |               | 10.00               | 4.43                                       | N       | MORAN MN                             | A 95                  | 7.20                  | 5.30                               | 10.15                | s 11.55 <sup>95</sup> <sub>23</sub><br>11.20 |
|                        |                                    |               |                     |  |         | Mo. Pac. Interlocker                 |                       |                       |                                    |                      |  |
|                        | 7.02                               |               | 9.52                | 4.35                                       | A       | DURHAM                               | A 99                  | 7.00                  | 5.17 <sup>89</sup>                 | 10.03                | f 10.55                                      |
|                        | s 6.52                             |               | 9.45                | 4.27                                       | D       | ELSMORE UN                           | A 103                 | 6.47                  | 5.03                               | 9.51                 | s 10.37                                      |
|                        | s 6.45                             |               | 9.39                | 4.22                                       | N       | SAVONBURG SG                         | A 106                 | 6.35                  | 4.53                               | 9.42                 | s 10.23                                      |
|                        | s 6.34                             |               | 9.31                | 4.14                                       | D       | STARK DK                             | A 110                 | 6.22                  | 4.41                               | 9.31                 | s 10.05                                      |
|                        | f 6.29 <sup>89</sup>               |               | 9.27                | 4.10                                       | A       | KIMBALL                              | A 113                 | 6.15                  | 4.35                               | 9.25                 | s 9.55                                       |
|                        |                                    |               |                     |  |         | A. T. & S. F. Interlocker            |                       |                       |                                    |                      |  |
|                        | s 6.12                             |               | 9.12 <sup>96</sup>  | 3.54 <sup>87</sup>                         | N       | ERIE RI                              | A 121                 | 5.45                  | 4.10                               | 9.02                 | s 9.12 <sup>24</sup>                         |
|                        | f 5.58                             |               | 9.00                | 3.43                                       | A       | HERTHA                               | A 126                 | 5.25                  | 3.53                               | 8.47                 | f 8.30                                       |
|                        | f 5.48                             |               | 8.52                | 3.33 <sup>81</sup>                         | A       | DUDLEY                               | A 131                 | 5.10                  | 3.40                               | 8.35 <sup>23</sup>   | f 8.10                                       |
|                        | 5.40                               |               | 8.42                | 3.22                                       | A       | M., K. & T. Crossing                 | A 133.7               | 5.00 <sup>87</sup>    | 3.25                               | 8.00                 | f 7.52                                       |
| lv 8.30AM              |                                    |               |                     |  | N       | NORTH YARD SY Leave                  | A 136                 | 4.45AM                | 3.15PM                             | 7.45PM <sup>89</sup> | 7.45AM                                       |
| lv 8.25AM              | 1.5.30PM                           |               | 8.35AM              | 3.15AM                                     | N Leave | PARSONS DS                           | 387                   |                       |                                    |                      |  |
| <b>20</b>              | <b>30</b>                          |               | <b>24</b>           | <b>28</b>                                  |         | 136.3                                |                       | <b>82</b>             | <b>86</b>                          | <b>84</b>            | <b>98</b>                                    |

All trains must approach M., K. & T. Crossing  
Mile 133.7 under Control.  
Nos. 98 and 99 carry passengers.



No. 19 is superior to Nos. 24 and 30 North Yard to Parsons.  
No. 29 is superior to No. 20 North Yard to Parsons

South Bound

NEOSHO DIVISION

North Bound

| FOURTH CLASS                                |   |                                   | SECOND CLASS             |                          | Distance<br>from<br>Parsons | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 |                                  | Station<br>Number | SECOND CLASS             |                                   | FOURTH CLASS                                |   |                       |                       |
|---|---|-----------------------------------|--------------------------|--------------------------|-----------------------------|--|----------------------------------|-------------------|--------------------------|-----------------------------------|---|---|-----------------------|-----------------------|
| 95<br>Way Freight<br>Daily Except<br>Sunday | 91<br>Way Freight<br>Daily Except<br>Sunday | 63<br>Through<br>Freight<br>Daily | 19<br>Passenger<br>Daily | 20<br>Passenger<br>Daily |                             | STATIONS   |                                  |                   | 20<br>Passenger<br>Daily | 62<br>Through<br>Freight<br>Daily | 90<br>Way Freight<br>Daily Except<br>Sunday | 96<br>Way Freight<br>Daily Except<br>Sunday |                       |                       |
| 8.15 <sup>AM</sup>                          |   | 6.30 <sup>AM</sup>                | 1.15 <sup>PM</sup>       |                          | 156.8                       | Leave<br>D   | JUNCTION CITY                    | Arrive<br>TY      | B 157                    | 3.00 <sup>PM</sup>                |   | 5.30 <sup>PM</sup>                          |                       | 3.30 <sup>PM</sup>    |
| f 8.35                                      |   | f 6.45                            | f 1.26                   |                          | 151.8                       |  | 5.0<br>WRELFORD                  |                   | B 152                    | s 2.45                            |   | f 5.15                                      |                       | f 3.05                |
| s 9.10                                      |   | s 7.10                            | s 1.46                   |                          | 143.8                       | D  | 5.0<br>SKIDDY                    | CU                | B 144                    | s 2.23                            |   | f 4.45                                      |                       | s 2.30                |
|   |   |                                   |                          |                          | 137.9                       |  | 5.9<br>C. R. I. & P. Interlocker |                   |                          |                                   |   |   |                       |                       |
| s 9.40                                      |   | s 7.30                            | s 2.05                   |                          | 137.6                       | D  | 0.3<br>WHITE CITY                | WC                | B 138                    | s 2.05                            |   | s 4.25                                      |                       | s 2.05                |
| s 10.00                                     |   | f 7.50                            | s 2.17                   |                          | 132.6                       | D  | 5.0<br>PARKERVILLE               | K                 | B 133                    | s 1.54                            |   | f 4.00                                      |                       | s 1.35                |
| f 10.10                                     |   | f 7.58                            | f 2.23                   |                          | 130.1                       |  | 5.5<br>SYLVAN PARK               |                   | B 130                    | f 1.49                            |   | f 3.45                                      |                       | s 1.25                |
| s 10.20                                     |   | f 8.10                            | s 2.31                   |                          | 127.1                       |  | 3.0<br>DOWNING                   | WN                | B 127                    | s 1.43                            |   | f 3.30                                      |                       | s 1.10                |
| s 10.50                                     |   | s 8.30                            | s 2.50                   |                          | 120.0                       | D  | 7.1<br>COUNCIL GROVE             | CA                | B 120                    | s 1.27                            |   | s 2.50                                      |                       | s 12.30 <sup>PM</sup> |
|   |   |                                   |                          |                          | 119.9                       |  | 0.1<br>Mo. Pac. Interlocker      |                   |                          |                                   |   |   |                       |                       |
| s 11.25                                     |   | f 9.10                            | s 3.10                   |                          | 111.4                       | D  | 3.5<br>DUNLAP                    | D                 | B 112                    | s 1.07                            |   | f 2.15                                      |                       | s 11.25               |
| s 11.55                                     |   | f 9.40                            | s 3.30                   |                          | 103.9                       | D  | 7.5<br>AMERICUS                  | MS                | B 104                    | s 12.47                           |   | f 1.45                                      |                       | s 10.55               |
| s 12.25 <sup>PM</sup>                       |   | s 10.10                           | s 3.55                   |                          | 95.2                        | D  | 8.7<br>EMPORIA                   | RD                | B 96                     | s 12.25 <sup>PM</sup>             |   | s 1.00                                      |                       | s 10.10               |
| f 1.00                                      |   |                                   |                          |                          | 94.9                        |  | 0.3<br>A. T. & S. F. Interlocker |                   |                          |                                   |   |   |                       |                       |
| f 1.30                                      |   | f 10.35                           | f 4.15                   |                          | 88.0                        |  | 6.9<br>WYCKOFF                   |                   | B 88                     | f 11.58                           |   | f 12.35                                     |                       | f 9.45                |
| f 2.00                                      |   | f 11.00                           | s 4.30                   |                          | 81.8                        | D  | 6.2<br>HARTFORD                  | HD                | B 82                     | s 11.43                           |   | f 12.10 <sup>PM</sup>                       |                       | s 9.25                |
| s 2.30                                      |   | f 11.27                           | s 4.47                   |                          | 75.5                        | D  | 6.3<br>STRAWN                    | RT                | B 76                     | s 11.27                           |   | f 11.45                                     |                       | s 9.00                |
| s 3.15 <sup>PM</sup>                        | lv 7.15 <sup>AM</sup>                       | s 12.30 <sup>PM</sup>             | s 5.05                   |                          | 67.8                        | D  | 7.7<br>BURLINGTON                | BI                | B 68                     | s 11.10                           |   | s 11.10                                     | lv 1.45 <sup>PM</sup> | lv 8.30 <sup>AM</sup> |
|   |   |                                   |                          |                          | 67.5                        |  | 0.3<br>A. T. & S. F. Crossing    |                   |                          |                                   |   |   |                       |                       |
| f 7.30                                      |   | 12.50                             | 5.17                     |                          | 63.6                        |  | 3.9<br>BRISTOL                   |                   | B 64                     | 10.56                             |   | 10.25                                       | s 1.30                |                       |
| s 7.45                                      |   | f 1.06                            | s 5.27                   |                          | 58.9                        |  | 4.7<br>RICHEY                    |                   | B 59                     | f 10.46                           |   | f 10.10                                     | s 1.06                |                       |
|   |   |                                   |                          |                          | 58.9                        |  | 0.0<br>Mo. Pac. Crossing         |                   |                          |                                   |   |   |                       |                       |
|   |   |                                   |                          |                          | 55.3                        |  | 3.6<br>Mo. Pac. Interlocker      |                   |                          |                                   |   |   |                       |                       |
| s 8.10                                      |   | f 1.25                            | s 5.37                   |                          | 55.1                        |  | 0.2<br>MOODY                     | MO                | B 55                     | s 10.36                           |   | f 9.50                                      | s 12.20 <sup>PM</sup> |                       |
|   |   |                                   |                          |                          | 50.0                        |  | 5.1<br>A. T. & S. F. Crossing    |                   |                          |                                   |   |   |                       |                       |
| s 8.40                                      |   | s 1.45                            | s 5.50                   |                          | 49.8                        | D  | 0.2<br>NEOSHO FALLS              | NF                | B 50                     | s 10.24                           |   | s 9.30                                      | s 11.58               |                       |
| s 9.05                                      |   | s 2.10                            | s 6.03                   |                          | 44.2                        | D  | 5.6<br>PIQUA                     | G                 | B 45                     | s 10.10                           |   | s 9.05                                      | s 11.35               |                       |
|   |   |                                   |                          |                          | 44.2                        |  | 0.0<br>Mo. Pac. Crossing         |                   |                          |                                   |   |   |                       |                       |
| s 9.48                                      |   | f 2.40                            | s 6.20                   |                          | 35.1                        | D  | 9.1<br>HUMBOLDT                  | HM                | B 35                     | s 9.48                            |   | f 8.35                                      | s 10.50               |                       |
| s 10.30                                     |   | f 3.00                            | s 6.30                   |                          | 30.5                        |  | 4.6<br>PETROLIA                  | P                 | B 31                     | f 9.38                            |   | f 8.15                                      | s 10.30               |                       |
|   |   |                                   |                          |                          | 26.8                        |  | 3.7<br>A. T. & S. F. Crossing    |                   |                          |                                   |   |   |                       |                       |
| s 11.30                                     |   | s 3.20                            | s 6.40                   |                          | 25.9                        | D  | 0.9<br>CHANUTE                   | U                 | B 26                     | s 9.27                            |   | s 8.00                                      | s 9.27                |                       |
|   |   |                                   |                          |                          | 23.7                        |  | 2.2<br>A. T. & S. F. Crossing    |                   |                          |                                   |   |   |                       |                       |
| s 12.45 <sup>PM</sup>                       |   | f 3.50                            | s 7.02                   |                          | 16.9                        |  | 6.8<br>URBANA                    |                   | B 17                     | s 9.05                            |   | s 7.30                                      | s 8.05                |                       |
| s 1.15                                      |   | f 4.15                            | s 7.15                   |                          | 10.5                        | D  | 6.4<br>GALESBURG                 | A                 | B 11                     | s 8.52                            |   | f 7.10                                      | s 7.40                |                       |
| f 1.45                                      |   | f 4.40                            | f 7.27                   |                          | 5.1                         |  | 5.4<br>LADORE                    |                   | B 5                      | f 8.40                            |   | 6.45  | f 7.15                |                       |
|   |   |                                   |                          |                          | 1.1                         |  | 4.0<br>M., K. & T. Crossing      |                   |                          |                                   |   |   |                       |                       |
|   |   | 2.00 <sup>PM</sup>                | 7.40                     |                          | 0.6                         | N  | 0.6<br>NORTH YARD                | SV                | 386                      | 8.30                              |   | 6.30 <sup>AM</sup>                          | 7.00 <sup>AM</sup>    |                       |
|   |   |                                   | 7.45 <sup>PM</sup>       |                          | 0.0                         | N  | 0.6<br>PARSONS                   | DS<br>Leave       | 387                      | 8.25 <sup>AM</sup>                |   |   |                       |                       |
| 95  | 91  | 63                                | 19                       |                          | 156.8                       |  |                                  |                   |                          | 20                                |   | 62  | 90                    | 96                    |

No. 19 is superior to Nos. 24 and 30 North Yard to Parsons. See Kansas City Division. No. 29 is superior to No. 20 North Yard to Parsons.

Nos. 91, 90, 95, 96, 62 and 63 carry passengers.

FLAG STOPS

- Austin No. 19 and 20.
- Haucke Nos. 19, 20, 95 and 96
- Blue Nos. 19 and 20
- Throck Nos. 19, 20, 90 and 91
- Olson Nos. 19 and 20
- Wayman Nos. 19 and 20

|         | Mile  | Car Capacity | Station No. |
|---------|-------|--------------|-------------|
| Olson   | 146.4 | 14           | B 146       |
| Haucke  | 116.4 | 22           | B 116       |
| Wayman  | 101.0 | 4            | B 101       |
| Blue    | 85.4  | 4            | B 85        |
| Throck  | 61.2  | 5            | B 61        |
| Carmean | 56.2  | 5            | B 56        |
| Lorton  | 39.0  | 11           | B 39        |
| Austin  | 22.0  | 0            | B 22        |

Location of Water Stations

- Junction City
- Skiddy
- Council Grove
- Emporia
- Burlington
- Neosho Falls
- Chanute

Neosho Division Train and Enginemen will be governed by Kansas City Division Time Table between Parsons and North Yard

West Bound

HOLDEN DIVISION

East Bound

|  |  | FOURTH CLASS           |  | SECOND CLASS           |  | Distance<br>from<br>St. Louis | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 |                               | Station<br>Numbers | Car<br>Capacity<br>Passing<br>Tracks<br>Fuel,<br>Water,<br>Turn Table,<br>Telephone,<br>Track<br>Scales,<br>Wye | SECOND CLASS    |                        | FOURTH CLASS      |  |
|--|--|------------------------|--|------------------------|--|-------------------------------|--|-------------------------------|--------------------|---|-----------------|------------------------|-------------------|--|
|  |  | 95<br>Way Freight      |  | 37<br>Passenger        |  |                               | STATIONS   |                               |                    |   | 38<br>Passenger |                        | 96<br>Way Freight |  |
|  |  | Daily Except<br>Sunday |  | Daily Except<br>Sunday |  | Leave                         |  | Arrive<br>X DI                |                    | Daily Except<br>Sunday  |                 | Daily Except<br>Sunday |                   |  |
| No. 37 is superior to No. 38.                                      |  | 7.30AM                 |  | 6.00AM                 |  | Via Sedalia Division          |  | PRWCTOY                       |                    | 4.10PM  |                 | 3.50PM                 |                   |  |
| Nos. 95 and 96 carry passengers.                                   |  | 8.30AM                 |  | 6.30AM                 |  | 243.8                         |  | N SEDALIA KC                  |                    | Jct. PRY  |                 | 3.30PM                 |                   |  |
| Nos. 37, 38, 95 and 96 stop on flag at Prettyman.                  |  | 8.55                   |  | 6.44                   |  | 250.0                         |  | E 6 12                        |                    | 3.12  |                 | 2.30                   |                   |  |
| Nos. 37 and 38 stop on flag at Fenwick.                            |  | 9.15                   |  | 6.56                   |  | 255.7                         |  | D 5.7 SUTHERLAND              |                    | 3.01  |                 | 2.00                   |                   |  |
| Sedalia Division Time Table governs between<br>Sedalia and Bryson. |  | 9.28                   |  | 7.03                   |  | 258.8                         |  | E 12 20                       |                    | 3.01  |                 | 2.00                   |                   |  |
|  |  | 9.50                   |  | 7.17                   |  | 264.7                         |  | E 15 18 18 W                  |                    | 2.54  |                 | 1.45                   |                   |  |
|  |  | 10.07                  |  | 7.29                   |  | 269.4                         |  | E 21 17                       |                    | 2.43  |                 | 1.15                   |                   |  |
|  |  | 10.35                  |  | 7.47                   |  | 276.2                         |  | E 26 20                       |                    | 2.32  |                 | 12.55                  |                   |  |
|  |  | 11.26 <sup>96</sup>    |  | 8.15                   |  | 287.0                         |  | E 32 26                       |                    | 2.19  |                 | 12.20 <sup>PM</sup>    |                   |  |
|  |  | 11.50                  |  | 8.25                   |  | 290.7                         |  | E 43 18 W                     |                    | 1.47  |                 | 11.26 <sup>95</sup>    |                   |  |
|  |  | 12.30 <sup>PM</sup>    |  | 8.45                   |  | 297.5                         |  | E 48 36                       |                    | 1.35  |                 | 10.55                  |                   |  |
|  |  | 12.55 <sup>38</sup>    |  | 9.05                   |  | 306.8                         |  | Mo. Pac. Crossing<br>0.0      |                    |   |                 |                        |                   |  |
|  |  | 1.30                   |  | 9.17 <sup>96</sup>     |  | 311.4                         |  | D HARRISONVILLE HA            |                    | E 54 29   |                 | 1.21                   |                   |  |
|  |  | 1.55                   |  | 9.27                   |  | 315.2                         |  | St. L.-S. F. Crossing<br>0.5  |                    |   |                 |                        |                   |  |
|  |  | 2.20                   |  | 9.32                   |  | 316.8                         |  | D FREEMAN RA                  |                    | E 63 22 W   |                 | 12.55 <sup>95</sup>    |                   |  |
|  |  | 2.45                   |  | 9.46                   |  | 322.6                         |  | K. C. C. & S. Crossing<br>8.8 |                    |   |                 |                        |                   |  |
|  |  | 3.25                   |  | 10.05                  |  | 330.1                         |  | E 68 6                        |                    | 12.38   |                 | 9.17 <sup>37</sup>     |                   |  |
|  |  | 3.30 <sup>PM</sup>     |  | 10.15 <sup>AM</sup>    |  | 330.5                         |  | E 71 7                        |                    | 12.30   |                 | 8.55                   |                   |  |
|  |  |                        |  |                        |  |                               |  | E 73 24                       |                    | 12.27   |                 | 8.45                   |                   |  |
|  |  |                        |  |                        |  |                               |  | E 78 18                       |                    | 12.12 <sup>PM</sup>   |                 | 8.15                   |                   |  |
|  |  |                        |  |                        |  |                               |  | Mo. Pac. Interlocker<br>7.3   |                    |   |                 |                        |                   |  |
|  |  |                        |  |                        |  |                               |  | D PAOLA "A" PO                |                    | E 86 Yard   |                 | 11.55                  |                   |  |
|  |  |                        |  |                        |  |                               |  | St. L.-S. F. Crossing<br>0.3  |                    |   |                 |                        |                   |  |
|  |  |                        |  |                        |  |                               |  | N Arrive PAOLA "D" PD         |                    | A 43 Yard RCTW  |                 | 11.50 <sup>AM</sup>    |                   |  |
|  |  |                        |  |                        |  |                               |  | 103.4                         |                    |   |                 |                        |                   |  |
|  |  | 95                     |  | 37                     |  |                               |  |                               |                    | 38  |                 | 96                     |                   |  |

No. 37 is superior to No. 38.

Nos. 95 and 96 carry passengers.

Nos. 37, 38, 95 and 96 stop on flag at Prettyman.

Nos. 37 and 38 stop on flag at Fenwick.

Sedalia Division Time Table governs between  
Sedalia and Bryson.

| Mile            | Car Capacity | Station No. |
|-----------------|--------------|-------------|
| Brooks 299.7    | 3            | E 56        |
| Prettyman 302.8 | 3            | E 59        |



West Bound

IOLA BRANCH

East Bound

| SECOND CLASS |                        |                        |        | Distance<br>from<br>Kansas City | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 |              |             | Station<br>Numbers | Car<br>Capacity<br>Passing<br>Tracks<br>Fuel,<br>Water,<br>Turn Table,<br>Telephone,<br>Track<br>Scales,<br>Wye | SECOND CLASS           |                    |
|--------------|------------------------|------------------------|--------|---------------------------------|--|--------------|-------------|--------------------|---|------------------------|--------------------|
|              | 37<br>Mixed            | 35<br>Mixed            |        |                                 |  | 34<br>Mixed  | 36<br>Mixed |                    |   |                        |                    |
|              | Daily Except<br>Sunday | Daily Except<br>Sunday |        |                                 |  |              |             |                    | Daily Except<br>Sunday  | Daily Except<br>Sunday |                    |
|              | 7.15 <sup>PM</sup>     | 11.25 <sup>AM</sup>    | 94.64  | Leave<br>N                      | MORAN<br>7.5   | Arrive<br>MN | A 95        | A                  | Yard<br>TCWP  | 9.50 <sup>AM</sup>     | 6.45 <sup>PM</sup> |
|              | 7.32                   | 11.45                  | 102.11 | D                               | LA HARPE<br>24   | RA           | T 7         |                    | 48<br>20  | 9.27                   | 6.25               |
|              | 7.40                   | 11.55                  | 104.48 | D                               | GAS<br>34  | S            | T 10        | T                  | 25  | 9.22                   | 6.15               |
|              | 7.50 <sup>PM</sup>     | 12.05 <sup>PM</sup>    | 107.92 | D Ar                            | IOLA   | Lv OA        | T 14        | W                  | 44  | 9.15 <sup>AM</sup>     | 6.00 <sup>PM</sup> |
|              | 37                     | 35                     |        |                                 |  |              |             |                    |   | 34                     | 36                 |

Grace Mile Car Cap'y Station Number All trains will come to full stop before crossing Electric Line 1.4 miles east of Iola.  
 96.6 3 T 2

West Bound

EL DORADO BRANCH

East Bound



| FOURTH CLASS |                    | SECOND CLASS |                        | Distance<br>from<br>St. Louis | Time Table No. 1<br>Effective 12:01 A. M.<br>November 17, 1918 |                   |        | Station<br>Numbers | Car<br>Capacity,<br>Passing<br>Tracks,<br>Fuel,<br>Water,<br>Turn Table,<br>Telephone,<br>Track<br>Scales,<br>Wye | SECOND CLASS       |  | FOURTH CLASS           |  |
|--------------|--------------------|--------------|------------------------|-------------------------------|--|-------------------|--------|--------------------|---|--------------------|--|------------------------|--|
|              | 51<br>Mixed        |              | 21<br>Mixed            |                               |  |                   |        |                    |   |                    |  | 22<br>Mixed            |  |
|              | Daily              |              | Daily Except<br>Sunday |                               |  |                   |        |                    |   | Daily              |  | Daily Except<br>Sunday |  |
|              | 2.45 <sup>PM</sup> |              | 8.30 <sup>AM</sup>     | 323.2                         | Leave  | EL DORADO SPRINGS | Arrive | F 14               | Y   | 2.25 <sup>PM</sup> |  | 8.10 <sup>AM</sup>     |  |
|              | 3.10               |              | 8.55                   | 316.1                         |  | DEDERICK          |        | F 7                |   | 2.05               |  | 7.45                   |  |
|              | 3.20               |              | 9.15                   | 311.8                         |  | HANDLEY           |        | F 3                |   | 1.55               |  | 7.30                   |  |
|              | 3.30 <sup>PM</sup> |              | 9.30 <sup>AM</sup>     | 309.3                         | Ar   | WALKER            | WR Lv  | 309                | PY  | 1.45 <sup>PM</sup> |  | 7.20 <sup>AM</sup>     |  |
|              | 3.50 <sup>PM</sup> |              | 9.55 <sup>AM</sup>     |                               | Arrive   | NEVADA            | NA     |                    | PYCW  | 1.10 <sup>PM</sup> |  | 7.00 <sup>AM</sup>     |  |
|              | 51                 |              | 21                     |                               |  |                   |        | 21.8               |   | 22                 |  | 52                     |  |

No. 52 is Superior to No. 21.  
 El Dorado Branch Train and Enginemen will be governed by Sedalia Division time table between Walker and Nevada.



### SPECIAL INSTRUCTIONS

"Each time table from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any division at the leaving time at their initial stations on such division. But when a schedule of a preceding time table corresponds in number, class, day leaving, direction and initial and terminal stations with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

"Schedules on each division date from their initial stations on such division. Not more than one schedule of the same number and day shall be in effect on any division."

All Third Class, Fourth Class and Extra Trains will approach Moran with train under control, expecting to find Iola Branch Trains using main track.

Rules and instructions governing the Transportation Department, bearing date of October 6th, 1912, are amended as follows:

Rules 98-C and 98-G, and rules 85-B, 98-D and 98-F are superceded by the following corrected rules:-

85 (A)—In case a fourth class train is being delayed, any train of the same or inferior class may pass and run ahead without orders, but where an extra train passes a section of a train it must notify all opposing trains of having passed such train.

98 (B)—When more than one section of a passenger train, all but the first section must approach and pass all water tanks and coal chutes, and all stations that are regular or flag stops for such trains, completely under control, so that under no circumstances whatever shall it be possible for it to strike the preceding section. A passenger train stopping between stations or at a station not shown on time-table as a stop or flag for such train, must protect against following trains. A passenger train delayed for any reason at regular station stops must protect against following trains.

98 (D)—Third and fourth class and extra trains are required to approach and pass all water tanks, coal chutes, and yard limits completely under control. Third and fourth class and extra trains reducing speed or stopping must protect against other trains moving in the same direction.

This rule must not be construed as relieving enginemen and trainmen of responsibility for accidents resulting from failure to comply with rules 87, 88 and 89.

98 (F)—Yard-limit boards define yard-limits. Yard engines may work within yard-limits against third and fourth class or extra trains, but will give way as soon as possible upon their approach.

New rule No. 100 is included as follows:-

100—On all passenger trains, the flagmen must appear at rear of train, on the ground or station platform, with red flag by day, and red and white light by night, at every stop. When Private or observation cars are attached to rear of train, flagmen will occupy position on first car ahead. Conductors will be held responsible for enforcing this rule.

Maximum Speed, Passenger Trains 60 miles per hour Freight Trains 25 miles per hour

|                          |   |   |    |   |   |   |    |   |   |
|--------------------------|---|---|----|---|---|---|----|---|---|
| Except Between           |   |   |    |   |   |   |    |   |   |
| Iola Branch              | " | " | 50 | " | " | " | "  | " | " |
| Neosho Division          | " | " | 35 | " | " | " | 18 | " | " |
| Eldorado Branch          | " | " | 20 | " | " | " | 20 | " | " |
| Holden Division          | " | " | 30 | " | " | " | 15 | " | " |
| Thru Centerville, Kansas | " | " | 30 | " | " | " | 20 | " | " |

Trains will not exceed six miles per hour through city limits of Clinton and Chilhowee Ten miles per hour through Americus. Twelve miles per hour through Nevada. Fifteen miles per hour through Sedalia, Montrose, Appleton City, Rockville, Schell City, Walnut, Council Grove, Windsor, Green Ridge, Walker, Harwood, Gas, Iola, Parker-ville, Emporia, Burlington, Chanute, Hepler.

#### WATCH INSPECTORS

|  |                                     |
|--|-------------------------------------|
| Bischel Bros., Sedalia, Mo.            | W. G. Glick, Junction City, Kansas. |
| Campbell Jewelry Co., Kansas City, Mo. | J. V. Merchant, Iola, Kansas.       |
| J. S. Pfeiffer, Parsons, Kansas.       | W. W. Phillips, Moran, Kansas.      |
| M. F. Kohler, Parsons, Kansas.         | J. W. Talbot, Nevada, Mo.           |

STANDARD CLOCKS: Sedalia, Nevada, Parsons, Paola, Glen Park, North Yard, Junction City, Moran, and Kansas City, Union Station.

TRAIN REGISTERS: Sedalia, Nevada, Parsons, North Yard, Paola, Iola, Junction City, Burlington. Bryson for Holden Division Trains. Moran for Iola Branch Trains.

BULLETIN BOOKS: Sedalia, Yard Office, Dispatcher's Office and Round House Office; Nevada, Telegraph Office; Parsons, Dispatcher's Office; North Yard, Yard Office and Round House Office; Glen Park, Yard Office and Round House Office; Iola Telegraph Office; Moran, Telegraph Office; Junction City, Telegraph Office and Round House Office.

Explanation of Symbols:—C, Coal; O, Track Scales; P, Telephone; R, Register Station; T, Turn Table; W, Water; Y, Wye; D, Day Telegraph Office; N, Day and Night Telegraph Office; NO, Night Telegraph Office only.

### EXTRACTS FROM RULING OF THE KANSAS STATE BOARD OF RAILROAD COMMISSIONERS.

Trains carrying passengers exclusively, or passenger mail, or express shall be designated as first-class trains. Mixed freight and passenger trains, and all other trains, switch engines and engines without trains, shall be designated as second-class trains.

All trains and engines without trains shall sound one long blast of the whistle the same as for a station, at least two thousand six hundred (2,600) feet before reaching the crossing, except in the case of crossing within the limits of incorporated cities whose regulations forbid such whistling.

All trains and locomotives without trains shall come to a full stop at least two hundred (200) feet and not more than four hundred (400) feet from the crossing of other roads, and if the way is clear, shall sound one long blast of the whistle, in case of first class trains, and two similar blasts in case of second-class trains, before starting forward.

First-class trains shall always have precedence over second-class trains of any company.

In case of trains of the same class approaching simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start forward until the first train has cleared the crossing.

NOTE.—In connection with this rule, it must be understood that the first road built over the crossing to be stopped for is the "older" road.

No train or locomotive without train shall cross the track of another road at a greater rate of speed than eight (8) miles an hour.

In case where a railroad crosses the track of another within the yard limits of said other road, the track of such other road is not plainly visible for at least five hundred (500) feet either way from the point of crossing, the crossing train shall send a flagman ahead from the point of stopping before crossing, to see that the crossing is clear; and no train, or engine without train, shall move forward to cross until the track is clear, and the train has the right under its class to the right of way, and the flagman has given the signal in compliance with this order.

No cars shall be left standing on the side track of any yard through which there is a railroad crossing, nearer than sixty (60) feet of the center line of such crossing.

No train upon any road crossing the yard of another road shall stop on such crossing (after it has started forward to cross), nor until it has cleared such crossing by at least sixty (60) feet. Provided, This shall not apply where crossings are so near to depots, water tanks, or other places where stops are required to be made, as to render it impracticable.

Yard limits are defined as meaning not only the ground covered by side tracks but so much beyond at each end, not exceeding three thousand (3,000) feet, as may be used at will by switch engines, and such limits shall be marked by posts with the words "Yard Limits" thereon.

Crossings protected by watchmen at all times, or by interlocking signal and derailing apparatus, not to be governed by foregoing rules, but engineers are required under any and all circumstances to approach crossing with their trains under full control.

J. B. McCAFFREY,  
Train Master.

F. W. GRACE,  
Train Master.

J. H. LITTLE,  
Train Master.

W. A. DURFEE,  
Train Master.

E. F. HARRIS,  
Chief Dispatcher.

J. R. TIERNEY,  
Road Foreman of Engines.

MISSOURI, KANSAS AND TEXAS RAILROAD EMPLOYEES HOSPITAL ASSOCIATION

DR. E. F. YANCEY, Chief Surgeon, Sedalia, Mo.

CONSULTING SPECIALISTS

DR. M. P. SHY, 1st House Surgeon, Sedalia, Mo.

Dr. Robert Barclay, St. Louis, Mo., 3894 Washington Blvd.  
Grand and Washington

Drs. R. T. and J. G. Ehrhardt, St. Louis, Mo.

University Club Bldg. Grand and Washington Ave.

Dr. J. G. Love, Sedalia, Mo., Rms. 203-205 Ilgenfritz Bldg.

DR. D. E. SHY, 2nd House Surgeon, Sedalia, Mo.

Dr. Guy Titsworth, Sedalia, Mo., 111 West 4th St.  
Dr. Jos. W. Howard, Kansas City, Mo., 910 Rialto Bldg.  
Dr. Frank R. Fry, St. Louis, Mo., Humboldt Bldg.  
Dr. A. R. Kieffer, St. Louis, Mo., 4480 Westminster Place  
Dr. Hanau W. Loeb, St. Louis, Mo., 537 N. Grand  
Dr. J. J. Houwink, St. Louis, Mo., Metropolitan Bldg.,  
Grand and Olive.

CONSULTING SURGEONS

Dr. Chas. A. McNeil, Sedalia, Mo.

LOCAL SURGEONS

| MISSOURI      | NAME                | OFFICE                        | RESIDENCE                    | KANSAS        | NAME                      | OFFICE               | RESIDENCE                   |
|---------------|---------------------|-------------------------------|------------------------------|---------------|---------------------------|----------------------|-----------------------------|
| WINDSOR       | Dr. H. M. Wall      | Over Wells Pharmacy           | On Main Street               | PARSONS       | Dr. J. C. Creel           | 1812½ Main           | 320 N. Central Avenue       |
| CLINTON       | Dr. S. A. Poague    | 1003 Jefferson Street         | 105 E. Clinton Street        | "             | Dr. T. D. Blasdel Oculist | 1901½ Main           | 1717 Appleton               |
| "             | Dr. Robt. D. Haire  | 102 S. Main Street            | Cor. 2nd & Jefferson Streets | PAOLA         | Dr. P. A. Pettit          | over Citizens Bank   | Cor. College & Hickory Sts. |
| NEVADA        | Dr. G. C. Wilson    | Wilson Building               | 128 S. Clay Street           | ERIE          | Dr. M. E. Lake            |                      |                             |
| "             | Dr. Jos. M. Yater   | 1010 Cherry Street            | 420 S. Ash Street            | HUMBOLDT      | Dr. J. H. Hindman         |                      |                             |
| KANSAS CITY   | Dr. Geo. F. Hamel   | 900 Rialto Bldg               |                              | CHANUTE       | Dr. S. Steele             | 17 N. Lincoln Avenue | 267 S. Lincoln Avenue       |
| "             | Dr. Jno. G. Sheldon | 405 Altman Bldg               | Res. 231 S. W. Blvd.         | EMPORIA       | Dr. Frank Foncannon       | 511 Commercial       | 705 Union                   |
| ELDORADO SPGS | Dr. W. E. Dawson    | N. E. Cor. Main & Spring Sts. | South Main Street            | "             | Dr. C. W. Lawrence        |                      |                             |
| HARRISONVILLE | Dr. A. R. Elder     |                               |                              | COUNCIL GROVE | Dr. B. E. Miller          |                      |                             |
| HOLDEN        | Dr. W. G. Thompson  | over 1st National Bank        | Oxford Sanitarium            | JUNCTION CITY | Dr. L. R. King            | 209½ N. Wash         | 224 N. Adams                |
| LEETON        | Dr. E. Y. Pare      |                               |                              | "             | Dr. E. A. O'Donnell       |                      |                             |
| KANSAS        | NAME                | OFFICE                        | RESIDENCE                    | MORAN         | Dr. G. B. Lambeth         |                      |                             |
| ROSEDALE      | Dr. C. E. Sanders   | 1401 S. W. Boulevard          |                              | IOLA          | Dr. W. R. Heylman         |                      |                             |
| FT. SCOTT     | Dr. R. Aikman       | 20 E. Wall Street             | 24 S. Judson Street          |               |                           |                      |                             |
| PARSONS       | Dr. Albert Smith    | 1812½ Main                    | Res. 1610 Main St.           |               |                           |                      |                             |

TONNAGE RATING

| Engine Percents                                    | 20     | 21     | 22     | 23     | 25     | 26     | 27     |
|--|--------|--------|--------|--------|--------|--------|--------|
| STATIONS   | Rating | Rating | Rating | Rating | Rating | Rating | Rating |
| <b>KANSAS CITY DIVISION</b>                        |        |        |        |        |        |        |        |
| 387 to A43.....                                    | 800    | 840    | 880    | 720    | 740    | 780    | 800    |
| A43 to A3.....                                     | 780    | 830    | 870    | 930    | 950    | 990    | 1040   |
| A3 to 387.....                                     | 600    | 640    | 680    | 720    | 740    | 780    | 800    |
| When Tonnage is available handle Excess A95 to 387 |        |        |        |        |        |        |        |
| <b>IOLA BRANCH</b>                                 |        |        |        |        |        |        |        |
| A95 to T14.....                                    | 600    | 640    | 680    | 720    | 740    | 780    | 800    |
| T14 to A95.....                                    | 600    | 640    | 680    | 720    | 740    | 780    | 800    |
| <b>NEOSHO DIVISION</b>                             |        |        |        |        |        |        |        |
| 387 to B55.....                                    | 790    | 810    | 850    | 870    | 900    | 960    | 1050   |
| E55 to B68.....                                    | 740    | 780    | 800    | 820    | 820    | 860    | 1000   |
| B68 to B120.....                                   | 830    | 860    | 900    | 920    | 960    | 1040   | 1400   |
| B120 to B138.....                                  | 740    | 760    | 800    | 820    | 860    | 900    | 1000   |
| B138 to B157.....                                  | 500    | 520    | 545    | 560    | 590    | 620    | 775    |
| B157 to B138.....                                  | 500    | 520    | 545    | 560    | 590    | 620    | 660    |
| B138 to B26.....                                   | 830    | 850    | 870    | 900    | 960    | 1000   | 1040   |
| B26 to 387.....                                    | 720    | 740    | 780    | 790    | 850    | 890    | 930    |
| <b>SEDALIA DIVISION</b>                            |        |        |        |        |        |        |        |
| 387 to 227.....                                    | 800    | 840    | 880    | 920    | 960    | 1000   | 1040   |
| 227 to 387.....                                    | 800    | 840    | 880    | 920    | 960    | 1000   | 1040   |
| <b>ELDORADO BRANCH</b>                             |        |        |        |        |        |        |        |
| F14 to 317.....                                    | 620    | 680    | 700    | 740    | 780    | 820    | 860    |
| 317 to F14.....                                    | 600    | 640    | 680    | 720    | 760    | 800    | 840    |

TONNAGE RATING

| Engine Percents                                    | 30     | 44     | 54     | 60     |
|--|--------|--------|--------|--------|
| STATIONS   | Rating | Rating | Rating | Rating |
| <b>KANSAS CITY DIVISION</b>                        |        |        |        |        |
| 387 to A43.....                                    | 930    | 1550   | 1800   | 1925   |
| A43 to A3.....                                     | 1200   | 2000   | 2500   | 2700   |
| A3 to 387.....                                     | 930    | 1550   | 1800   | 1925   |
| When Tonnage is available handle Excess A95 to 387 |        |        |        |        |
| <b>IOLA BRANCH</b>                                 |        |        |        |        |
| A95 to T14.....                                    | 930    | 1400   | 1720   | 2650   |
| T14 to A95.....                                    | 930    | 1400   | 1720   | 2650   |
| <b>NEOSHO DIVISION</b>                             |        |        |        |        |
| 387 to B68.....                                    | 1025   | 1600   |        |        |
| B68 to B144.....                                   | 1100   | 1450   |        |        |
| B144 to B157.....                                  | 755    | 1100   |        |        |
| B157 to B138.....                                  | 755    | 1100   |        |        |
| B138 to B387.....                                  | 1075   | 1600   |        |        |
| <b>SEDALIA DIVISION</b>                            |        |        |        |        |
| 387 to 227.....                                    | 1160   | 1500   | 1875   | 2050   |
| 227 to 387.....                                    | 1160   | 1500   | 1875   | 2050   |
| <b>ELDORADO BRANCH</b>                             |        |        |        |        |
| F14 to 317.....                                    | 980    |        |        |        |
| 317 to F14.....                                    | 980    |        |        |        |
| <b>HOLDEN DIVISION</b>                             |        |        |        |        |
| Engine Percents                                    | 20     | 27     | 30     |        |
| 227 to E32.....                                    | 760    | 1020   | 1160   |        |
| E32 to E86.....                                    | 500    | 700    | 770    |        |
| E86 to E32.....                                    | 500    | 740    | 825    |        |
| E32 to 227.....                                    | 760    | 1020   | 1160   |        |

SPEED TABLE

| Speed Per Hour | Time of Performance |        |        | Speed Per Hour | Time of Performance |        |        |
|----------------|---------------------|--------|--------|----------------|---------------------|--------|--------|
|                | ¼ Mile              | ½ Mile | 1 Mile |                | ¼ Mile              | ½ Mile | 1 Mile |
| Miles          | M S                 | M S    | M S    | Miles          | M S                 | M S    | M S    |
| 10             | 1 30                | 3 0    | 6 00   | 36             | 0 25                | 0 50   | 1 40   |
| 11             | 1 21                | 2 43   | 5 27   | 37             | 0 24                | 0 48   | 1 37   |
| 12             | 1 15                | 2 30   | 5 00   | 38             | 0 23                | 0 47   | 1 34   |
| 13             | 1 09                | 2 18   | 4 37   | 39             | 0 23                | 0 46   | 1 32   |
| 14             | 1 04                | 2 08   | 4 17   | 40             | 0 22                | 0 45   | 1 30   |
| 15             | 1 00                | 2 00   | 4 00   | 41             | 0 21                | 0 43   | 1 27   |
| 16             | 0 56                | 1 52   | 3 45   | 42             | 0 21                | 0 42   | 1 25   |
| 17             | 0 52                | 1 46   | 3 31   | 43             | 0 20                | 0 41   | 1 23   |
| 18             | 0 50                | 1 40   | 3 20   | 44             | 0 20                | 0 40   | 1 21   |
| 19             | 0 47                | 1 34   | 3 09   | 45             | 0 20                | 0 40   | 1 20   |
| 20             | 0 45                | 1 30   | 3 00   | 46             | 0 19                | 0 39   | 1 18   |
| 21             | 0 42                | 1 25   | 2 51   | 47             | 0 19                | 0 38   | 1 16   |
| 22             | 0 40                | 1 21   | 2 43   | 48             | 0 18                | 0 37   | 1 15   |
| 23             | 0 39                | 1 18   | 2 36   | 49             | 0 18                | 0 36   | 1 13   |
| 24             | 0 37                | 1 15   | 2 30   | 50             | 0 18                | 0 36   | 1 12   |
| 25             | 0 36                | 1 12   | 2 24   | 51             | 0 17                | 0 35   | 1 10   |
| 26             | 0 34                | 1 09   | 2 18   | 52             | 0 17                | 0 34   | 1 09   |
| 27             | 0 33                | 1 06   | 2 13   | 53             | 0 17                | 0 34   | 1 07   |
| 28             | 0 32                | 1 04   | 2 08   | 54             | 0 16                | 0 33   | 1 06   |
| 29             | 0 31                | 1 02   | 2 04   | 55             | 0 16                | 0 32   | 1 05   |
| 30             | 0 30                | 1 00   | 2 00   | 56             | 0 16                | 0 32   | 1 04   |
| 31             | 0 29                | 0 58   | 1 56   | 57             | 0 15                | 0 31   | 1 03   |
| 32             | 0 28                | 0 56   | 1 52   | 58             | 0 15                | 0 31   | 1 02   |
| 33             | 0 27                | 0 54   | 1 49   | 59             | 0 15                | 0 30   | 1 01   |
| 34             | 0 26                | 0 53   | 1 45   | 60             | 0 15                | 0 30   | 1 00   |
| 35             | 0 25                | 0 51   | 1 42   |                |                     |        |        |

**United States Railroad Administration**

W. G. McAdoo, Director General of Railroads

**Missouri, Kansas & Texas  
Railroad**

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**PARSONS District**

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**EMPLOYEES' TIME TABLE**

**No. 1**

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Effective

**SUNDAY, NOV. 17, 1918**