

# MISSOURI-KANSAS-TEXAS RAILROAD CO.

**SAFETY**

**FIRST**

PARSONS DISTRICT

## EMPLOYEES TIME TABLE NO. 6

Effective Sunday, June. 6, 1926

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

**S. B. MOORE**

Superintendent.

**O. W. CAMPBELL**

Superintendent Car Service.

**H. E. MCGEE**

General Manager

**W. M. WHITENTON**

Vice President.

FOURTH CLASS					THIRD CLASS					Distance from Kansas City	Time Table No. 6		Car Capacity Passing Tracks Fuel, Water Turn Table, Telephone, Track Scales, Wye.	FIRST CLASS		SECOND CLASS	
99 Way	275 Tanks	271 Mdse.	277 K. F. F.	273 K. F. F.	Effective 12:01 A. M. June 6, 1926.		23 Limited	21 Texas Special	29 Passenger		19 Neosho Passenger						
Daily Except Sunday	Daily	Daily	Daily	Daily	STATIONS		Daily	Daily	Daily	Daily							
						<b>KANSAS CITY</b> Leave	4.30PM	10.10PM	9.30AM								
	12.30PM	6.30PM	6.10PM	12.01AM	2.6	Leave N <b>GLEN PARK</b> Ky											
						Joint Track with St. L.-S. F. Ry											
						40.5											
7.30AM	2.25PM	8.25PM	8.00PM	1.55AM	43.1	Lv. N <b>PAOLA</b> PD Lv	TCWPR Yard	5.40PM	11.20PM	10.45AM							
					43.4	Mo. Pac. Interlocker											
7.45	2.40	8.37	8.10	2.10	40.6	KOCH	110 P	5.46	11.26	10.52							
f 8.00	2.50	8.47	8.20	2.17	49.9	BANGOR	115 P	5.51	11.30	10.57							
f 8.12	3.00	9.00	8.30	2.30	54.6	D BEAGLE B	96 P	5.58	11.36	11.04							
s 8.25	3.20	9.18	8.45	2.45	61.6	N PARKER H	95 P	6.08	11.45	11.18							
f 8.40	3.35	9.25	8.52	2.55	64.6	GOODRICH	8 P	6.12	11.49	11.26							
f 8.50	3.45	9.37	8.57	3.02	66.8	FINDLAY	130 P	6.15	11.53	11.31							
s 9.05	3.55	9.50	9.08	3.10	70.0	D CENTERVILLE C	33 WP	6.19	11.57	11.36							
f 9.12	4.02	10.00	9.14	3.18	72.7	OAKWOOD	32 P	6.22	12.01AM	11.45							
f 9.20	4.10	10.30	9.24	3.28	75.3	VANCE	100 P	6.25	12.04	11.50							
f 9.30	4.30	10.41	9.40	3.38	78.5	SELMA	12 P	6.30	12.08	11.59							
						Mo. Pac. Interlocker											
						Mo. Pac. Interlocker											
s 9.45	4.40	10.53	10.00	3.50	82.5	N KINCAID KI	100 P	6.36	12.15	12.09PM							
s 10.40	4.50	11.02	10.15	4.05	87.0	D MILDRED MR	103 P	6.42	12.21	12.18							
f 10.50	4.56	11.10	10.20	4.15	89.0	BAYARD	44 P	6.45	12.24	12.22							
s 11.10	5.25	11.35	10.50	4.55	94.8	MORAN	E 52 W 100 CWP Yard	6.55	12.35	12.35							
						N Mo. Pac. Interlocker MN											
11.35	5.35	11.50	11.02	5.10	95.0	ARDEN	60 P	7.02	12.42	12.43							
f 11.50	5.45	12.01AM	11.10	5.30	102.4	D ELSMORB UN	100 P	7.08	12.48	12.50							
s 12.01PM	6.00	12.10	11.20	5.40	106.4	D SAVONBERG SG	110 P	7.13	12.52	12.57							
f 12.15	6.10	12.20	11.31	5.50	110.4	STARK	30 P	7.18	12.58	1.05							
f 12.30	6.16	12.26	11.37	5.57	112.6	KIMBALL	100 P	7.21	1.02	1.10							
					119.9	N A. T. & S. F. Interlocker RI											
s 12.50	6.35	12.47	12.01AM	6.17	120.6	ERIE	N 60 S 100 P	7.32	1.14	1.25							
f 1.05	6.47	1.01	12.13	6.30	126.3	HERTHA	23 P	7.40	1.21	1.34							
1.20	6.57	1.10	12.22	6.40	130.6	DUDLEY	100 P	7.47	1.26	1.40							
1.30	7.15	1.20	12.30	6.50	133.7	M-K-T. Crossing		7.53	1.30	1.45							
2.30PM	8.00PM	2.30AM	1.30AM	7.30AM	136.2	Ar. N NORTH YARD SY	Yard P			L 6.50PM							
					136.8	N PARSONS DS W Arrive	COTWYPR Yard	8.00PM	1.40AM	2.00PM							
<b>99</b>	<b>275</b>	<b>271</b>	<b>277</b>	<b>273</b>		136.8		<b>23</b>	<b>21</b>	<b>29</b>	<b>19</b>						
13.3	17.8	16.7	18.2	17.8				39.1	39.1	30.4	7.2						



No. 19 is superior to No. 24 and No. 26. No. 29 is superior to No. 20.

Northward Trains

KANSAS CITY DIVISION

Northward Trains

SECOND CLASS		FIRST CLASS		TimeTable No. 6 Effective 12:01 A. M. June 6, 1926.	Station Numbers	THIRD CLASS			FOURTH CLASS	
20 Neosho Passenger	26 Passenger	24 Limited	22 Texas Special			274 California Red Star	276 Stock Pick-Up	72 Stock	270 Oil	98 Way
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily Except Sunday	
	11.30PM	1.50PM	7.25AM	Arrive	KANSAS CITY 0					
				N	GLEN PARK 2.6 KY Ar.	11.00AM	7.15PM	3.30AM	1.00AM	
	10.15PM	12.35PM	6.10 AM	N Ar.	PAOLA 40.5 0.3 PD Ar.	8.30AM	4.50PM	12.15AM	10.00PM	
	10.06	12.27	6.01		Mo. Pac. Interlocker 2.1 KOCH	8.10	4.35	11.57	9.30	
	10.01	12.21	5.56		3.4 BANGOR	8.00 <sup>99</sup>	4.25	11.45	9.15	
	9.55	12.14	5.51	D	4.7 BEAGLE B	7.45	4.17	11.36 <sup>21</sup>	9.00 <sup>271</sup>	
	9.46	12.05PM	5.42	N	7.0 PARKER H	7.30	4.00	11.10	8.45 <sup>277</sup>	
	9.41	11.57	5.37		2.0 GOODRICH	7.21	3.52	10.59	8.26	
	9.37 <sup>271</sup>	11.54	5.34		2.2 FINDLAY	7.15	3.45 <sup>275</sup>	10.53	8.20	
	9.32	11.50	5.30	D	3.2 CENTERVILLE C	7.05	3.37	10.45	8.10	
	9.27	11.45 <sup>29</sup>	5.26		2.7 OAKWOOD	6.57	3.30	10.37	8.01	
	9.24 <sup>277</sup>	11.42	5.22		2.6 VANCE	6.50	3.26	10.30 <sup>271</sup>	7.56	
	9.19	11.38	5.18		3.2 SELMA 0.1		3.20	10.15	7.45	
					Mo. Pac. Interlocker 4.1					
	9.12	11.31	5.12	N	0.1 KINCAID KI	6.30	3.10	10.00 <sup>277</sup>	7.35	
	9.04	11.23	5.06	D	4.2 MILDRED MR	6.20	3.00 <sup>98</sup>	9.50	7.25	
	9.01	11.18	5.03		2.0 BAYARD	6.12	2.45	9.45	7.15	
	8.54	11.10 <sup>99</sup>	4.55 <sup>275</sup>		5.7 MORAN	6.00	2.30	9.32	6.55 <sup>26</sup>	
				N	0.1 Mo. Pac. Interlocker MN					
	8.40	10.57	4.46		4.2 ARDEN	5.40	1.50	9.18	6.20	
	8.36	10.51	4.40	D	4.4 ELSMORE UN	5.30 <sup>273</sup>	1.42	9.10	6.10	
	8.32	10.45	4.36	D	3.0 SAVONBURG SG	5.17	1.35	9.02	6.00 <sup>275</sup>	
	8.26	10.38	4.31		4.0 STARK	5.06	1.25	8.52	5.35	
	8.22	10.34	4.28		2.2 KIMBALL	5.00	1.10 <sup>20</sup>	8.45	5.25	
				N	7.3 A. T. & S. F. Interlocker RI					
	8.12	10.22	4.17		0.7 ERIE	4.40	12.50 <sup>99</sup>	8.27	5.00	
	8.03	10.13	4.06		5.7 HERTHA	4.25	12.35	8.15	4.45	
	7.58	10.06	4.01		4.3 DUDLEY	4.14	12.26	8.08	4.30	
	7.53 <sup>23</sup>	10.01	3.57		3.1 M-K-T. Crossing	4.07	12.20	7.53 <sup>23</sup>	4.15	
	10.05AM				2.5 N NORTH YARD SY Lv.	3.40AM	12.01PM	7.20PM	4.00PM	
	10.00AM	7.45PM	9.55AM	Auto. Block	0.6 N Lv. PARSONS W DS				11.00AM	
	20	26	24	22	136.8	274	276	72	270	98
7.2	36.5	34.9	38.2	Average speed per hour.....		18.2	18.5	16.4	14.8	12.0



No. 19 is superior to No. 24 and No. 26. No. 29 is superior to No. 20.

**SOUTHWARD TRAINS**

**OSAGE DIVISION**

**NORTHWARD TRAINS**

FOURTH CLASS		THIRD CLASS		FIRST CLASS			Distance from Kansas City	Time Table No. 6 Effective 12:01 A. M. June 6, 1926.		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS
97 Way Daily Except Sunday	273 K. F. F. Daily	275 Tanks Daily	23 Passenger Daily	25 Passenger Daily	21 Sooner Daily	22 Sooner Daily		24 Passenger Daily	26 Passenger Daily			276 Oil Daily	274 Meat and Stock Daily	96 Way Daily Except Sunday			
		9:30 <sup>AM</sup>	3:20 <sup>AM</sup>				136.2	Leave N	<b>NORTH YARD</b>	Arrive SY					11:00 <sup>AM</sup>	1:30 <sup>AM</sup>	
		9:40 <sup>24</sup>	3:30 <sup>22</sup>	8:40 <sup>PM</sup>	8:10 <sup>AM</sup>	1:55 <sup>AM</sup>	136.8	Leave N	<b>PARSONS</b>	Arrive W	387	WCTYSP Yard	3:30 <sup>AM</sup> 275	9:40 <sup>AM</sup> 275	7:15 <sup>PM</sup>	10:55	1:17
		9:55	3:45	8:48	8:20	2:02	141.6		St. L. - S. F. Interlocker 4.8								
		10:20 <sup>276</sup>	4:02	8:59	8:32	2:12	149.0	D	<b>IDENBRO</b> 7.4	MD	A 142	P 80	3:24	9:30	7:05	10:40	1:05
		10:42	4:20	9:12	8:58 <sup>24</sup>	2:23	157.2	D	<b>MOUND VALLEY</b> 0.1		A 149	P 80 W	3:13	9:15	6:53	10:20 <sup>273</sup>	12:45
		11:00	4:36	9:23	9:13 <sup>276</sup>	2:33	163.8	D	St. L. - S. F. Crossing 8.1		A 157	P 81	3:01	8:58 <sup>25</sup>	6:39	9:45	12:25
		11:08	4:43	9:28	9:19	2:39	166.8	D	<b>ANGOLA</b> 6.6	NY	A 164	P 43	2:50	8:46	6:26	9:13 <sup>25</sup>	12:05 <sup>AM</sup>
		7:00 <sup>AM</sup>	11:30	4:53	9:35	2:43 <sup>22</sup>	167.7	N	<b>O'HERIN</b> 3.0			P 80	2:46	8:40	6:20	8:55	11:55
		7:06	11:40	4:58	9:39	2:52	168.3	N	<b>NARCO</b> 0.4								
		7:12	11:50	5:02	9:42	2:57	169.9	N	A. T. & S. F. Crossing 0.5		A 168	P 48 W	2:43 <sup>21</sup>	8:37	6:15	8:50	11:50
		7:27	12:05 <sup>PM</sup> 96	5:17	9:53	3:05	176.4	N	<b>COFFEYVILLE</b> 0.6	FY							
		7:50 <sup>276</sup>	12:20	5:40	10:05	3:15	182.9	D	Mo. Pac. Crossing 0.4		A 169	P 85	2:34	8:32	6:05	8:44	11:44
		8:06 <sup>24</sup>	12:20	5:40	10:05	3:15	182.9	D	<b>KORF</b> 2.2	WN	A 171	P 30	2:31	8:29	6:02	8:40	11:40
		8:17	12:32	5:52	10:13	3:24	189.1	N	<b>SOUTH COFFEYVILLE</b> 0.1	SC							
		8:27	12:50	6:05	10:25 <sup>274</sup>	3:30	193.7	N	Mo. Pac. Interlocker 0.4		A 176	P 77	2:22	8:19 <sup>276</sup>	5:52	8:19 <sup>24</sup>	11:24
		8:35	1:10	6:15	10:32	3:34	194.5	N	<b>NOXIE</b> 6.5		A 183	P 89 W	2:13	8:06 <sup>97</sup>	5:40	7:50 <sup>97</sup>	11:03
		8:45	1:20	6:30	10:38	3:40	197.7	N	<b>WANN</b> 6.2	WN	A 189	P 72	2:05	7:55	5:27	7:35	10:49
		9:00	1:35	6:40 <sup>276</sup>	10:44	3:44	198.7	D	<b>WAYSIDE</b> 4.6		A 194	P 80	1:58	7:45	5:17	7:20	10:25 <sup>239</sup>
		9:25 <sup>96</sup>	2:00	7:12 <sup>24</sup>	11:00	4:00	208.0	D	<b>DEWEY</b> 0.8	DE			1:56	7:43	5:11	7:10	10:15
		9:45	2:20	7:40	11:10	4:07	212.2	N	<b>EAST M. K. T. JCT.</b> 3.0								
		10:35	2:45	8:20 <sup>96</sup>	11:20	4:16	217.5	N	Joint Track with A. T. & S. F. R. R.		A 198	P WCYS Yard	1:50	7:37	5:05	7:00	10:05
		11:00	3:00	8:39	11:28	4:22	221.0	D	<b>HARTLESVILLE</b> 0.2	B							
		11:36 <sup>23</sup>	3:10	9:00	11:36	4:29 <sup>276</sup>	225.7	D	<b>WEST M. K. T. JCT.</b> 1.0		A 199	P 95	1:42	7:30	5:00	6:40 <sup>275</sup>	9:52
		12:50 <sup>PM</sup>	3:42 <sup>26</sup>	9:30	11:59	4:43	236.0	D	<b>OSBORNE</b> 9.3		A 208	P 96	1:27	7:12 <sup>275</sup>	4:44	6:00	9:30
		1:30	4:00	9:45	12:05 <sup>AM</sup>	4:50	240.7	D	<b>OKESA</b> 4.2	KS	A 213	P 65	1:20	7:03	4:35	5:40	9:13
		2:00 <sup>PM</sup>	4:20 <sup>PM</sup>	10:05 <sup>AM</sup>	12:20 <sup>AM</sup>	5:00 <sup>AM</sup>	245.2	N	<b>HORN</b> 5.3								
		97 11.1	273 16.0	275 16.1	23 29.6	25 26.0	21 35.2		<b>M. V. Crossing</b> 0.0		A 218	P 73 WY	1:12	6:53	4:25	5:10	8:57
									<b>NELAGONY</b> 3.5	GY	A 221		1:07	6:47	4:15	4:55	8:48
									<b>PERSHING</b> 4.7	NG	A 226	P 62	1:01	6:39	4:03	4:29 <sup>21</sup>	8:28
									<b>WYNONA</b> 10.3	WY	A 236	P 87 W	12:45	6:20	3:42 <sup>273</sup>	3:43	8:02
									<b>HOMINY</b> 4.7	HY	A 241	P 81	12:38	6:09	3:32	3:31	7:50
									<b>MAHAN</b> 4.5		A 245	Yard WCTYSP	12:30 <sup>AM</sup>	6:00 <sup>AM</sup>	3:22 <sup>PM</sup>	3:15 <sup>AM</sup>	7:30 <sup>PM</sup>
									<b>OSAGE</b> 109.0	JN			22 36.1	24 29.6	26 27.9	276 14.1	274 18.2
									Average speed per hour.....								96 11.5



No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22.

**SOUTHWARD TRAINS**

**OKLAHOMA DIVISION**

**NORTHWARD TRAINS**

**Time Table No. 6**

Effective 12:01 A. M.  
June 6, 1926.

THIRD CLASS						FIRST CLASS			Distance From Kansas City	STATIONS	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS
75 F. S. & W. Daily Except Monday	275 Tanks Daily	273 K. F. F. Daily	25 Passenger Daily	21 Sooner Daily	43 F. S. & W. Passenger Daily	26 Passenger Daily	22 Sooner Daily	44 F. S. & W. Passenger Daily					76 F. S. & W. Daily Except Monday	274 Meat and Stock Daily	276 Oil Daily			
	7.30 <sup>PM</sup>	6.00 <sup>PM</sup> 274	12.30 <sup>PM</sup>	5.10 <sup>AM</sup>		245.2		OSAGE	JN	A 245	Yard WCTYP S	3.15 <sup>PM</sup>	12.20 <sup>AM</sup>		6.00 <sup>PM</sup> 273	2.30 <sup>AM</sup>		
	7.45	6.10	12.40	5.16		248.2	D	CLEVELAND	CN	A 248	P 90	3.05	12.14 <sup>AM</sup>		5.48	2.15		
						251.2		YUST		A 251	P 15							
						253.8		HUNTS		A 254		10						
	8.35	6.33	12.58	5.32		256.5	D	HALLETT	HA	A 257	P 65	2.49	11.58		5.26	1.45		
						257.5	N	St. L.-S. F. Interlocker	HJ									
	9.00	6.44	1.06	5.38		260.2	D	JENNINGS	NS	A 260	P 85 W	2.40	11.52		5.15	1.30		
						263.2		BOIO		A 262								
	9.50	7.10	1.30	5.58		270.4	D	YALE	YA	A 270		2.20	11.31		4.48	12.47		
	10.00	7.13	1.33	5.59		271.0		YALE PASS TRACK			P 79	2.16	11.30		4.45	12.45		
						271.4		A. T. & S. F. Gauntlet Interlocker										
	10.15	7.23	1.40	6.04		273.9		NORFOLK		A 273	P 48	2.10	11.24		4.37	12.20 <sup>AM</sup>		
	10.40 <sup>PM</sup>	7.45	1.56 26	6.14		280.2	N	CUSHING	CH	A 280	P 71 YW	1.56 26	11.09		4.22	11.50 <sup>PM</sup>		
		8.00	2.10	6.25		286.0		WILD HORSE		A 286	P 53	1.43	10.59		4.08			
		8.13	2.20	6.33		290.6	D	AGRA	GR	A 291	P 65 W	1.34	10.51		3.56			
		8.30	2.32	6.43		297.2	D	TRY	RN	A 297	P 17	1.22	10.41		3.43			
		8.43	2.40	6.51		301.8	D	CARN	RA	A 302	P 14	1.13	10.34		3.30			
	L 2.30 <sup>PM</sup> 274	9.10	3.00 274	7.11	L 5.55 <sup>AM</sup>	310.3	N	FALLIS	FA	A 311	Yard WYP	12.57	10.20	A 12.01 <sup>AM</sup>	A 9.25 <sup>AM</sup>	3.00 2.30 78		
						310.3		F. S. & W. Crossing										
	2.53	9.32	3.14	7.21	6.08	317.0		LUTHER	UR	A 317	P 46	12.45	10.09	11.45	9.10	2.02		
	3.13	9.59 22	3.26	7.31	6.20	324.7	D	ARCADIA	AD	A 324	P 64	12.34	9.59 273	11.34	8.53	1.48		
	3.29	10.19	3.39	7.41	6.33	332.2		WITCHER	WI	A 332	P 59	12.23	9.50	11.22	8.32	1.33		
	3.41	10.32	3.51	7.51	6.45	339.1		OWANDA		A 339	P 22	12.13	9.42	11.11	8.15	1.20		
						341.5		C. R. I. & P. Crossing										
	3.50 <sup>PM</sup>	10.42 <sup>PM</sup>	4.00 <sup>PM</sup>	7.58 <sup>AM</sup>	6.49 <sup>AM</sup>	341.6		Arrive HOMA	Leave	A 342		12.05 <sup>PM</sup>	9.36 <sup>PM</sup>	11.07 <sup>PM</sup>	8.10	1.10 <sup>PM</sup>		
	4.03 <sup>PM</sup> 25	11.02 <sup>PM</sup> 44	4.03 75	8.03 76	6.52	342.8	N	SHAW	SX	A 443	Yard SWCTP	12.03	9.32	11.02 273	8.03 <sup>AM</sup> 21	1.00 <sup>PM</sup>		
			4.10 <sup>PM</sup>	8.10 <sup>AM</sup>	7.00 <sup>AM</sup>	343.9	N	OKLAHOMA CITY	Z	A 344	P Yard Y	12.01 <sup>PM</sup>	9.30 <sup>PM</sup>	11.00 <sup>PM</sup>				
	75	275	273	25	21	43						26	22	44	76	274	276	
	21.0	11.5	19.4	27.0	32.9	31.2		98.7				30.5	34.8	33.1	23.8	19.5	13.1	
Average speed per hour.																		

No. 22 is superior to all trains. No. 21 is superior to all trains except No. 22.

FOURTH CLASS		SECOND CLASS		Distance from Parsons	Time Table No. 6		Station Numbers	Car Capacity Passing Tracks Fuel Water Track Scales Wye	SECOND CLASS		THIRD CLASS	FOURTH CLASS	
91 Way Daily	19 Passenger Daily	20 Passenger Daily	90 Way Daily		Effective 12:01 A. M. June 6, 1926.	STATIONS			20 Passenger Daily	90 Way Daily			
7.30 <sup>AM</sup>	12.35 <sup>PM</sup>	156.8	D	Leave	<b>JUNCTION CITY</b>	Arrive	B 157	WCY Yard	4.20 <sup>PM</sup>			9.00 <sup>PM</sup>	
f 7.50	f 12.46	151.8		5.0	WREFORD		B 152	20	f 4.03			f 8.30	
f 8.20	f 12.59	143.8	D	8.0	SKIDDY	CU	B 144	17	s 3.45			f 8.00	
		137.9	NO	5.9	C. R. I. & P. Interlocker		WY						
s 8.45	s 1.15	137.6	D	0.3	WHITE CITY	WC	B 138	25	s 3.30			s 7.30	
f 9.05	f 1.27	132.6		5.0	PARKERVILLE		B 133	15	f 3.16			f 7.00	
9.13	f 1.32	130.1		2.5	SYLVAN PARK		B 130	12	f 3.11			6.50	
f 9.25	s 1.39	127.1		3.0	DOWNING		B 127	20	s 3.05			f 6.39	
s 9.55	s 2.00	120.0		7.1	COUNCIL GROVE		B 120	WS 45	s 2.48			s 6.10	
		119.9	N	0.1	Mo. Pac. Interlocker		CG						
f 10.30	s 2.23	111.4	D	8.5	DUNLAP	D	B 112	22	s 2.23	19		f 5.25	
f 11.00	s 2.38	103.9	D	7.5	AMERICUS	MS	B 104	38	s 2.09			f 5.00	
s 11.55	s 3.00	95.2	D	8.7	EMPORIA	RD	B 96		s 1.50 1.40			s 4.25	
		94.9	NO	0.3	A. T. S. & F. Interlocker		X						
12.25 <sup>PM</sup>	f 3.15	88.0		6.9	WYCKOFF		B 88	20	f 1.23			f 3.15	
s 1.08	s 3.30	81.8	D	6.2	HARTFORD	HD	B 82	40	s 1.08	91		s 2.35	
f 1.20	s 3.44	76.5		6.3	STRAWN		B 76	25	f 12.55			f 2.10	
s 1.50	s 4.05	67.8	D	7.7	BURLINGTON	BI	B 68	WCY Yard	f 12.40			s 1.50	
		67.5		0.3	A. T. & S. F. Crossing								
2.15	f 4.16	63.6		3.9	BRISTOL		B 64	17	f 12.25			1.00	
2.27	f 4.27	58.9		4.7	RICHEY		B 59		f 12.18				
		58.9		0.0	Mo. Pac. Crossing								
		55.3	N	3.6	Mo. Pac. Interlocker		MO						
f 2.50	s 4.37	55.1		0.2	MOODY		B 55	20	s 12.10 <sup>PM</sup>			f 12.25 <sup>PM</sup>	
		50.0		5.1	A. T. & S. F. Crossing								
f 3.20	s 4.50	49.8	D	0.2	NEOSHO FALLS	NF	B 50	W 20	s 11.57	90		s 11.57	
s 3.48	s 5.05	44.2	D	5.6	PIQUA	G	B 45	Y 50	s 11.45			s 11.30	
		44.2		0.0	Mo. Pac. Crossing								
s 4.30	s 5.25	35.1	D	0.1	HUMBOLDT	HM	B 35	Y 50	s 11.25			s 10.55	
f 4.50	f 5.38	30.5		4.6	PETROLIA		B 31	17	f 11.14			f 10.30	
		26.8		3.7	A. T. & S. F. Crossing								
s 5.55	s 5.55	25.9	D	0.9	CHANUTE	U	B 26	W 60	s 11.05			s 10.15	
		23.7		2.2	A. T. & S. F. Crossing								
f 6.30	s 6.15	16.9		6.8	URBANA		B 17	18	s 10.36			f 9.20	
f 6.50	s 6.30	10.5	D	6.4	GALESBURG	A	B 11	80	s 10.28			s 8.50	
7.05	f 6.40	5.1		5.1	LADORE		B 5	9	f 10.13			8.30	
		1.1		4.0	M., K. & T. Crossing								
A 7.30 <sup>PM</sup>	6.50	0.6	N	0.5	NORTH YARD		SY	386	Yard	10.05		L 8.15 <sup>AM</sup>	
	6.55 <sup>PM</sup>	0.0		0.6	PARSONS		Leave W	387		10.00 <sup>AM</sup>			
91 13.0	19 24.8	156.8			Average speed per hour				20 24.8			90 12.6	



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

Southward Trains				JOPLIN DIVISION				Northward Trains				
FOURTH CLASS		SECOND CLASS		Distance from St. Louis	Time Table No. 6		Station Numbers	Car Capacity, Passing Tracks, Fuel, Water, Turn Table, Telephone, Track Scales, Wyo.	SECOND CLASS		FOURTH CLASS	
87	Way	115	Passenger		Effective 12:01 A. M.	June 6, 1926.			116	Passenger	86	Way
Daily Except Sunday		Daily			<b>STATIONS</b>				Daily Except Sunday			
4.45 <sup>M</sup>		10.15		394.4	Leave	SHANER	Arrive	PY Yard	6.55 <sup>M</sup>		3.45 <sup>M</sup>	
5.10		10.33		402.1		SHERMAN CITY		50	6.35		3.15	
5.40		10.50		410.0		WEST MINERAL MY		SWV Yard	6.20		2.45	
				412.9		Mo. Pac. Crossing						
5.55		10.58		414.2		FLEMING		50	6.12		2.30	
				418.72		St. L.-S. F. Interlocker						
				418.72		St. L.-S. F. Interlocker						
6.37		11.12		419.0	D	COLUMBUS CO		20	5.57		1.55	
7.10		11.24		424.2		QUAKER		10	5.45		1.35	
				426.8		KO&G Crossing						
				431.5		St. L.-S. F. Crossing						
8.00		11.42		432.1	D	GALENA AN		S 30	5.25		1.15	
				433.6		CAVE SPRINGS						
				434.1		St. L.-S. F. Crossing						
				435.3		St. L.-S. F. Crossing						
				437.1		J. & P. E. Ry. Crossing						
8.30		11.55		437.3		CHITWOOD		0	5.08		12.40	
8.50 <sup>M</sup>		12.05 <sup>M</sup>		440.7	Arrive	JOPLIN	Leave JO	STCW Yard	5.00 <sup>M</sup>		12.25 <sup>M</sup>	
87		115				46.3			116		86	
11.3		25.3			Average speed per hour.....				24.2		13.9	

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

4407  
4321  
86  
4407  
4190  
217  
4407  
3944  
463

Southward Trains				IOLA BRANCH				Northward Trains				
SECOND CLASS		Distance from Kansas City	35	Mixed	Time Table No. 6		Station Numbers	Car Capacity, Passing Tracks, Fuel, Water, Turn Table, Telephone, Track Scales, Wyo.	SECOND CLASS		34	Mixed
					Effective 12:01 A. M.	June 6, 1926.			34	Daily Except Sunday		
		94.64	10.00 <sup>M</sup>		Leave N	MORAN	Arrive MN	A 95	Yard CWP	5.00 <sup>M</sup>		
		102.11	10.20			LA HARPE		T 7	P 48 20	4.30		
		104.48	10.30			GAS		T 10	25	4.20		
		107.92	10.50 <sup>M</sup>		D Ar	IOLA	Lv OA	T 14	W P 44	4.10 <sup>M</sup>		
			35			13.3				34		
			16.0		Average speed per hour.....					16.0		

## SPECIAL INSTRUCTIONS

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

2. On Kansas City Division No. 19 is superior to No. 24 and No. 26.  
On Kansas City Division No. 29 is superior to No. 20.

3. Third and fourth class and extra trains and yard engines will clear first class trains at least ten minutes.

4. Passenger Trains report for orders before leaving Bartlesville and Oklahoma City. Freight trains report for orders before leaving Bartlesville and Shaw. Freight trains only are required to register at North Yard.

5. All trains and yard engines must run under control between Bartlesville and West M-K-T Junction expecting to find main track occupied. Trains from Joplin Division approach Shaner under control expecting to find main track occupied.

6. Trains and engines not to exceed ten miles per hour over Neosho River Bridge, Joplin Division, MP S-400.1, and fifteen miles per hour over Cimarron River Bridge at MP A-271.9. 44% and 38% engines will not exceed 15 miles per hour on Neosho Division over bridges B-31.1; B-34.2; B-58.2; B-72.1; B-77.4; B-97.2; B-144.0 and B-151.6.

7. Maximum speed engines backing up with or without cars fifteen miles per hour.

7(A). Maximum speed entering or leaving main line turn out passenger trains twenty miles per hour, freight trains fifteen miles per hour.

7(B). Maximum speed freight engines on passenger trains or running light 60% engines 35 miles per hour, 54% engines 40 miles per hour, others 45 miles per hour.

7(C). Maximum speed switch engines with or without cars fifteen miles per hour.

7(D). All trains run at restricted speed at Puzzle with 700 feet north of Paola passenger depot and Frisco Interchange track switch 300 feet south of Paola passenger depot, and know track is clear before going to depot account Frisco trains using this track.

8. Maximum speed (Miles per hour).

Station	Passenger Trains	Regular Schedule Meat, Stock, Mds., and KFF Trains	Other Freight Trains
Kansas City	60	30	30
Osage	50	30	25
Oklahoma	50	30	25
Neosho	40	20	20
Joplin	40	20	20
Iola Branch	40	20	20

9. City ordinance speed restrictions:

Station	Regular Schedule Meat, Stock, Mds., and KFF Trains	Other Freight Trains
Erie	15 mi. per hr.	10
Iola	15	10
Council Grove	15	12
Parkerville	15	12
Emporia	15	12
Burlington	15	12
Chanute	15	15
Amtricus	10	10

10. Automatic block and switch indicator signals and rules will govern movements at M-K-T crossing. Trains from Sedalia Division cut off to or crossing Kansas City main track will be governed by switch indicators. Kansas City division trains finding automatic block signals at stop need not have flagman proceed train, but must otherwise be governed by rule 343. Trains finding switch indicator indicating train in the block must not move on to foul or cross the main track until protected by flagman in both directions.

11. Automatic block signals in service.

Kansas City Division;  
Between 133.3 and 134.2.  
Between 135.5 and 136.2.  
Osage and Oklahoma Division;  
Between MP A-240.9, Mahan, and MP A-247.0, south of Osage.  
Between Oklahoma City passenger yard and Homa.

11(A). All trains and engines may proceed against overdue superior trains between Oklahoma City and Homa when automatic block signals or indicators indicate clear or proceed but must comply with Rule 343 when signals indicate stop.

12. Engines larger than 30% should not be run over Iola Branch, and engines larger than 44% should not be operated on Neosho and Joplin Divisions.

13. Car capacity of tracks are exclusive of engine and caboose and are based on average of 45 feet per car.

Trains 98, 99, Kansas City Division, will carry passengers.

Trains 90, 91, Neosho Division, will carry passengers.

Trains 96, 97, Osage Division, will carry passengers in the State of Kansas.

Trains 88, 87, Joplin Division, will carry passengers.

Trains 21 and 22 will stop at Yale to pick up and let off passengers from or to Kansas City and beyond or St. Louis and beyond.

15. Flag stops not shown on schedule page:

Train	Station	Train	Station
19, 20	Austin	115, 116	Dickson
19, 20, 90, 91	Houcke	115, 116	Star Valley
19, 20, 90, 91	Blue	115, 116	Cokedale
19, 20, 90, 91	Throck	115, 116	Military
19, 20	Olson	115, 116	Platner
19, 20	Wayman	125, 126	Manion MP A-232.0
116, 116	Montana		

Passenger trains that stop at Boio for water, will take on or let off passengers there.

16. Stations, tracks, and spurs not shown on schedule page:

Station	Location	End at which track is Connected to main track	Car Capacity
Oliver	B146	North and south	22
Houcke	B16	North and south	4
Wayman	B101	South	4
Blue	B 85	South	4
Throck	B 61	South	5
Carman	B 56	South	5
Lorton	B 39	North	11
Austin	B 22	None	0
Grace	T 2	North	3
Star Valley	S-404.5	South	7
Military	S-427.2	None	0
Hacket	S-435.0	South	70
Rammage	S-436.4	North	50
Fall City	S-436.5	South	35
Montana	S-398.6	None	0
Dickson	S-400.0	None	0
Cokedale	S-412.9	None	0
Platner	S-436.3	South	6
Wilson	A-144.1	North	10
Penfield	A-152.3	South	7
Coverdale	A-169.9	North	10
Milo	A-182.2	North	6
Dewey Stock Yards	A-192.0	North and South	6
Torpedo	A-201.1	North	4
Fite	A-204.3	North	10
Kiheki	A-213.6	North	2
Osage Torpedo Co.	A-223.0	North	5
Manco	A-232.0	North and South	20
Tidal Oil Co.	A-232.2	North and South	25
Andy	A-235.0	South	5
Helmick	A-245.0	South	20
Carteco	A-272.2	North and South	44

17. Mail cranes other than those at stations are located:

181 feet south of MP 177.1 east side of track.  
750 feet south of MP 266.9 east side of track.

17(A). Where view of public crossing is in any manner obscured so engineers cannot see vehicles or persons approaching such crossing, the engineer must in all cases, (in addition to the regulation whistle which must be sounded 1,320 feet from crossing) start blowing the whistle at a distance of 500 feet from the crossing and continue until engine has passed over crossing.

18. Water tanks other than those shown at stations on schedule page:

Name	Location
Neosho River	A-122.5
Mound Valley	A-150.5

19. Following yards are protected by yard limit boards:

Station	Location
Paola	Koch
Junction City	West Mineral
Joplin	West Mineral
Morano	Coffeyville
Osborne	Mahan
Yale	Cushing
Parsons	North Yards

20. Bulletin books located:

Station	Location
Parsons	Passenger Station Telegraph office, North Yard Telegraph office, Roundhouse.
Junction City	Telegraph office.
Glen Park	Telegraph office, Roundhouse.
Osage	Yard office.

21. Standard Clocks located:

Station	Location
Parsons	Passenger Station Telegraph office, North Yard Telegraph office.
Kansas City	Union Station
Glen Park	Telegraph office
Junction City	Telegraph office
Moran	Telegraph office
Paola	Telegraph office

22. Trainmen and engineers must provide themselves with St. L. & S. F. rules and current time table and be governed thereby between Paola and Kansas City Terminal Railway tracks, Kansas City. Govern by Kansas City Terminal Railway rules and regulations while on their tracks.

22(A). Train and engineers must provide themselves with A. T. & S. F. rules and current time table and be governed thereby between East M-K-T Junction and West M-K-T Junction. All trains will stop to clear and not occupy A. T. & S. F. track at either point until it is known that no A. T. & S. F. train or engine is approaching.

23. All trains will flag 6th Street Crossing at Junction City.

All trains will flag Main Street Crossing at Columbus.

24. Normal position of switch East M-K-T Junction and West M-K-T Junction is for A. T. & S. F. Railway.

Normal position of switch at Homa is for M-K-T Railroad.

25. Abbreviations: "W"—Water; "S"—Track Scales; "NO"—Nite Telegraph Office; "G"—Fuel; "Y"—Wye; "D"—Day Telegraph Office; "T"—Turn Table; "P"—Telephone; "N"—Day and nite telegraph office.

26. The following bridges, structures, etc., will not clear man on side of car. Coal chute Bartlesville and Paola. Mail cranes at stations when pouch is hung. Bridge B-77.4, 97.2, 112.3, 155.2, A-37.0.

The following bridges, structures, etc., will not clear man on top of car. Overhead viaduct Main Street Joplin. Bridges B-151.6, B-112.3, B-77.4, B-58.3, B-34.2 and B-31.1.

		TONNAGE RATINGS											
		61% Booster		61%		54%		44%		30%			
Locomotives		Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars		
From	To	Adj-ment Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons	Rating Tons		
Glen Park	Parsons	5	2350	71	2025	61	1500	57	1500	45	1000	30	
Moran	Parsons	8	3250	98	2800	85	2500	76	2000	61	1400	42*	
Parsons	Glen Park	5	2450	74	2125	64	1900	57	1500	45	1000	30	
Koch	Glen Park	8	4000	120	3500	105	2900	87	2350	71	1500	45*	
Parsons	Osage	5	2260	68	1950	59	1750	53	1500	45	1000	30	
Parsons	Coffeyville	8	3150	95	2750	83	2400	73	2100	64	1500	45*	
Coffeyville	Bartlesville	7	2780	84	2400	73	2100	63	1800	54	1200	36*	
Osage	Parsons	8	3250	98	2800	85	2500	76	2000	61	1400	42	
Bartlesville	Coffeyville	9	3400	103	2900	89	2650	80	2150	65	1500	45*	
Osage	Okla. City	5	2265	68	1950	59	1750	53	1500	45	1000	30	
Cushing	Fallis	7	4000	120	3500	105	2900	87	2350	71	1500	45*	
Fallis	Okla. City	6	2600	78	2240	68	2000	61	1500	45	1160	35*	
Okla. City	Osage	6	2350	71	2025	61	1900	57	1500	45	1100	33*	
Cushing	Osage	8	3250	98	2800	85	2500	76	2000	61	1400	42*	
Parsons	Burlington	6							1600	48	1025	31	
Burlington	Parsons	7							1800	55	1200	36	
Burlington	Junct. City	5							1250	38	800	24	
Junct. City	Burlington	5							1250	38	800	24	
Shaner	Joplin	8							1700	51	1100	33	
Joplin	Shaner	10							2200	70	1450	44	
Moran	Iola	9									1400	42	
Iola	Moran	6									1200	36	

\* Excess Rating.

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

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

Refrigerators, Loaded Merchandise 42 Tons—Live Stock 30 Tons.

Other Cars, Loaded Merchandise 27 Tons—Live Poultry 36 Tons.

Disregard stenciled weight, use tonnage figures below for empty cars.

Kind	Auto	Box	Coal	Flat	LPT	Rfr	Stock	Tank	Ballast	Cinder	Caboose
Tons	22	20	20	18	26	26	20	22	21	19	18

30. Watch Inspectors.

Name	Address	Name	Address
Sidney Y. Ball	Gen. Time Inspector, Railway Exchange Bldg. Chicago, Ill.	Mosher & Son	Burlington, Kans.
J. H. Mace	Kansas City, Mo.	H. C. Hamlin	Coffeyville, Okla.
F. Pfeiffer	Parsons, Kans.	W. H. Haupt	Bartlesville, Okla.
M. F. Kohler	Parsons, Kans.	D. A. Houston	Cushing, Okla.
W. G. Glick	Junction City, Kans.	Bob Noonkesten	Osage, Okla.
J. B. Merchant	Iola, Kans.	Schritcheid Jewelry Co.	Oklahoma City
		H. G. Butterfield	Joplin, Mo.



# SPECIAL INSTRUCTIONS Continued

31. COMPANY SURGEONS AND PHYSICIANS

Stations	Name	Office	Residence
Sedalia, Mo.	E. F. Yancy, Medical Director		
Parsons, Ks.	Albert Smith, Divn. Surg.-Examiner	M-K-T Hospital	1301 Grand
	J. C. Creel, Divn. Surg.-Examiner		1508 Grand
Kansas City	Geo. W. Howard, Consulting Specialist	910 Rialto Bldg.	
	Geo. F. Hammell, Examiner	500 Rialto Bldg.	
	John G. Sheldon, Local Surgeon	405 Altman Bldg.	
Rosedale, Ks.	P. M. Nunn, Examiner	1401 No. Blvd.	
	O. M. Longnecker, Examiner	Over Leavengoods	
	C. E. Sanders, Examiner	1401 S. W. Blvd	
Paola, Ks.	P. A. Pettit, Loc. Surg.	Over Citizens Bank	
Moran, Ks.	L. I. Simpson, Loc. Surg.		
Erie, Ks.	R. C. Henderson, Loc. Surg.		
Iola, Ks.	Fred J. McEwen, Loc. Surg.		
Chanute, Ks.	S. Steel, Examiner	17 N. Lincoln	267 S. Lincoln
Burlington, Ks.	H. T. Salisbury, Loc. Surg.		
Emporia, Ks.	Frank Fencannon, Examiner	511 Com	705 Union St.
Co. Grove, Ks.	B. E. Miller, Loc. Surg.		
Junc. City, Ks.	L. R. King, Loc. Surg.	209 1/2 Washington	224 N. Adams

Humboldt, Ks.	O. C. Payne, Lic. Surg.	224 Main St.
Joplin, Mo.	R. L. New, Loc. Surg.	
W. Mineral, Ks.	H. B. Hawthorne, Loc. Surg.	
Galena, Ks.	F. L. McKinney, Loc. Surg.	
Columbus, Ks.	W. N. Johnson, Loc. Surg.	818 Maple St.
Coffeyville, Ks.	W. C. Hall, Loc. Surg.	402 W. 5th
Dewey, Okla.	L. D. Hudson, Loc. Surg.	Maguson Bldg.
Bartlesville, Ok	G. F. Woodring, Loc. Surg.	Over Slate Bank
	O. S. Summerville, Loc. Surg.	5th & Cherokee
Osage, Okla.	A. S. Price, Examiner	Bradley-Bryant
	E. T. Robinson, Loc. Surg.	400 Wyandotte
Cleveland, Ok.	E. T. Robinson, Loc. Surg.	Cleveland Drug
Jennings, Ok.	W. E. Arnold, Loc. Surg.	200 Dunlap
Yale, Okla.	W. C. Mitchell, Local Surgeon	411 Main
Cushing, Okla.	E. M. Harris, Loc. Surg.	Yale St. Bank
	Benjamin Davis, Loc. Surg.	Detroit & Tull
Carney, Okla.	E. E. Goodrich, Loc. Surg.	103 1/2 E. Broadway
Okla. City, Ok.	Geo. LaMotte, Examiner	402 S. Cleveland
	Lefroy Long, Examiner	1518 Colcord Bldg.
	J. F. Messenbaugh, Examiner	316 E. 12th
	P. E. Haskett, Examiner	808 Colcord Bldg.
	W. E. Dickson, Oculist	815 W. 17th
		519 Colcord Bldg.
		706 W. 11th
		First Nat. Bank
		410 W. 10th

32. Engine whistle signal code.

Parsons interlocker:			
Cherokee Division Main track			
Osage Division main track			0
Joplin track to Cherokee Division main track			0
Through South Crossover		0	0
Through North Crossover to or from Hold 4			0
Cherokee Division Main to Hold 5		0	0
Joplin track to Osage division main			0

T. F. GARDNER,  
J. I. POOLE,  
E. J. FITZGERALD,  
Train Masters

J. R. TIERNEY,  
W. W. SINCLAIR,  
Road Foreman of Engines.

J. A. BARNARD,  
Chief Dispatcher,

H. L. Bender, J. A. Peterson,  
G. R. Hillman, J. W. Athy  
U. Moore, E. H. Smith H. A. Cabell  
Train Dispatchers.

**PARSONS  
DISTRICT**

**TIME TABLE  
NO. 6**

**Effective  
June 6, 1926**