

MISSOURI-KANSAS-TEXAS RAILROAD CO.

PARSONS DISTRICT

EMPLOYEES TIME TABLE NO. 10

Effective Sunday, November 4, 1928

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

Superseding Previous Time Table and Supplements

FOR EMPLOYEES ONLY.

J. H. LITTLE

Superintendent

O. W. CAMPBELL

Superintendent Transportation

F. W. GRACE

General Superintendent

H. E. MCGEE

Vice President and General Manager

SAFETY

10

FIRST

10

Southward Trains

KANSAS CITY DIVISION

Southward Trains

FOURTH CLASS

THIRD CLASS

Time Table No. 10

FIRST CLASS

SECOND CLASS

99
Way
Monday
Wed. Fri.

271
Mdse.
Daily

277
K. F. F.
Daily

275
K. F. F.
Daily

273
K. F. F.
Daily

Distance
from
Kansas City

Effective 12:01 A. M.
November 4, 1928

Car
Capacity
Passing
Tracks
Fuel,
Water,
Turn Table,
Telephone,
Track
Scales,
Wye.

29
Passenger
Daily

23
Limited
Daily

21
Texas Special
Daily

19
Neosho
Passenger
Daily

STATIONS

99	271	277	275	273	Distance from Kansas City	STATIONS	Car Capacity	29	23	21	19
						KANSAS CITY Leave		9.30AM	5.15PM	10.10PM	
	6.30PM	5.25PM	1.15PM	12.15AM	2.6	Leave N GLEN PARK Ky	TCWOPH				
						Joint Track with St. L-S. F. Ky					
						40.5					
8.10AM	8.15PM	7.10PM	3.00PM	2.10AM	43.1	Lv. N PAOLA PD Lv	TCWPR Yard	10.40AM	6.20PM	11.10PM	
					43.4	0.3 Mo. Pac. Interlocker	P				
8.20	8.18	7.15	3.05	2.15	43.5	0.1 SOUTH PAOLA	54	10.41	6.21	11.13	26
8.37	8.30	7.30	3.20	2.30	46.5	3.0 KOCH	105	10.48	6.28	11.19	
8.45	8.38	7.37	3.27	2.40	49.9	3.4 BANGOR	107	10.55	6.34	11.24	
9.02	8.50	7.47	3.39	2.55	54.6	4.7 BEAGLE B	91	11.03	6.40	11.30	
9.32	9.05	8.05	4.00	3.15	61.6	7.0 PARKER H	95	11.18	6.50	11.39	72
9.39	9.13	8.12	4.07	3.27	64.6	3.0 GOODRICH	8	11.25	6.54	11.43	
9.47	9.22	8.20	4.14	3.45	66.8	2.2 FINDLAY	126	11.29	6.58	11.47	
10.00	9.30	8.28	4.22	3.53	70.0	3.2 CENTERVILLE C	30	11.35	7.03	11.52	
10.08	9.37	8.35	4.28	4.02	72.7	2.7 OAKWOOD	32	11.43	7.07	11.56	
10.17	9.45	8.42	4.35	4.10	75.3	2.6 VANCE	100	11.48	7.10	11.59	
10.30	9.54	8.50	4.45	4.20	78.5	3.2 SELMA	12	11.54	7.15	12.03AM	
					78.6	0.1 Mo. Pac. Interlocker					
					82.7	4.1 Mo. Pac. Interlocker					
10.55	10.12	9.05	5.00	4.30	82.8	0.1 KINCAID KI	94	12.04PM	7.21	12.09	
11.17	10.42	9.18	5.11	4.40	87.0	4.2 MILDRED MR	103	12.15	7.27	12.16	
12.01PM	10.47	9.23	5.16	4.50	89.0	2.0 BAYARD	44	12.18	7.30	12.19	
12.30	11.05	9.53	5.30	5.18	94.7	5.7 MORAN	47	12.30	7.40	12.26	
					94.8	0.1 Mo. Pac. Interlocker MN	W 93 Yard				
1.20	11.15	10.10	5.40	5.30	99.0	4.2 ARDEN	P	12.37	7.47	12.32	
1.35	11.25	10.20	5.50	5.40	103.4	4.4 ELSMORE UN	96	12.45	7.53	12.37	
1.58	11.35	10.27	6.00	5.50	106.4	3.0 SAVONBURG SG	106	12.52	7.58	12.41	
2.15	11.45	10.35	6.12	6.00	110.4	4.0 STARK	26	1.00	8.03	12.46	
2.25	11.50	10.42	6.20	6.05	112.6	2.2 KIMBALL	96	1.04	8.06	12.49	
					119.9	7.3 A. T. & S. F. Interlocker RI	P				
3.00	12.09AM	11.01	6.52	6.25	120.6	0.7 ERIE	N 60 96	1.18	8.17	12.59	
3.15	12.25	11.15	7.05	6.39	126.3	5.7 HERTHA	30	1.27	8.26	1.06	
3.25	12.35	11.25	7.15	6.50	130.6	4.3 DUDLEY	97	1.33	8.32	1.12	270
3.35	12.45	11.35	7.30	7.00	133.7	3.1 CROSS		1.37	8.36	1.17	
4.00PM	1.30AM	11.55PM	8.00PM	7.30AM	136.2	2.5 Ar. N NORTH YARD SY	Yard P	1.41	8.40	1.21	L 7.20PM
					136.8	0.6 N PARSONS DS W Arrive	COTWYPR Yard	1.45PM	8.45PM	1.25AM	L 7.30PM
99	271	277	275	273		136.8		29	23	21	19
11.9	19.1	20.6	19.8	18.4				32.2	39.1	42.0	3.6



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

Northward Trains

KANSAS CITY DIVISION

Northward Trains

SECOND CLASS				FIRST CLASS			Time Table No. 10 Effective 12:01 A. M. November 4, 1928	Station Numbers	THIRD CLASS				FOURTH CLASS	
20 Neosho Passenger	26 Passenger	24 Limited	22 Texas Special	270 California Red Star	274 Meat	276 Stock Pick Up			72 Stock	98 Way				
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Tuesday Thur. Sat.			
	12.30AM	1.45PM	7.45AM	Arrive	KANSAS CITY 2.6	A 0								
				N	GLEN PARK 4.0 Joint Track with St. L.-S. F. Ry.	KY Ar. A 3	7.00AM	11.00AM	7.15PM	3.30AM				
	11.17PM	12.36PM	6.35 AM	N Ar.	PAOLA 40.5 0.3 Mo. Pac. Interlocker	PD Ar. A 43	5.00AM	8.30AM	5.00PM	12.35AM	4.00PM			
	11.13	12.34	6.33		SOUTH PAOLA 3.0	A 4	4.55	8.20	4.55	12.25	3.50			
	11.07	12.29	6.27		KOCH 3.4	A 47	4.40	8.07	4.45	12.15	3.40			
	11.02	12.24	6.22		BANGOR 4.7	A 50	4.30	7.57	4.35	12.05AM	3.27	275		
	10.55	12.17	6.16	D	BEAGLE 7.0	B A 55	4.20	7.47	4.25	11.55	3.15			
	10.44	12.06PM	6.06	N	PARKER 3.0	A 62	4.03	7.30	4.00	11.39	3.00			
	10.38	11.59	6.01		GOODRICH 2.2	A 65	3.55	7.22	3.57	11.17	2.25			
	10.35	11.55	5.58		FINDLAY 3.2	A 67	3.45	7.15	3.50	11.10	2.15			
	10.30	11.49	5.54	D	CENTERVILLE 2.7	C A 70	3.37	7.07	3.42	11.02	2.05			
	10.26	11.43	5.50		OAKWOOD 2.6	A 73	3.31	7.00	3.35	10.55	1.48			
	10.23	11.39	5.47		VANCE 3.2	A 75	3.25	6.52	3.27	10.48	1.40			
	10.19	11.35	5.42		SELMA 0.1 Mo. Pac. Interlocker	A 79	3.17	6.45	3.17	10.40	1.30			
					Mo. Pac. Interlocker 4.1									
	10.12	11.25	5.35	N	KINCAID 4.2	KI A 83	3.07	6.35	3.05	10.30	1.15			
	10.04	11.17	5.28	D	MILDRED 2.0	MR A 87	2.57	6.25	2.55	10.20	12.15	29		
	10.00	11.13	5.25		BAYARD 5.7	A 89	2.52	6.20	2.47	10.10	12.01PM			
	9.53	11.05	5.18	N	MORAN 0.1 Mo. Pac. Interlocker	MN A 95	2.40	6.08	2.30	9.53	11.35			
	9.42	10.54	5.09		ARDEN 4.4	A 99	2.28	5.50	2.15	9.27	11.10			
	9.36	10.47	5.03	D	ELSMORE 3.0	UN A 103	2.18	5.40	2.08	9.17	10.47	24		
	9.31	10.40	4.58	D	SAVONBURG 4.0	SG A 106	2.10	5.25	1.58	9.07	10.25			
	9.25	10.33	4.53		STARK 2.2	A 110	2.02	5.12	1.48	8.55	9.52			
	9.22	10.29	4.49		KIMBALL 7.3	A 113	1.55	5.05	1.40	8.45	9.40			
				N	A. T. & S. F. Interlocker 0.7	RI								
	9.11	10.17	4.39		ERIE 5.7	A 121	1.35	4.39	1.18	8.17	9.15			
	9.01	10.07	4.32		HERTHA 4.3	A 126	1.22	4.15	12.45	7.52	8.42			
	8.56	10.01	4.26		DUDLEY 3.1	A 131	1.12	4.05	12.30	7.40	8.30			
	8.52	9.57	4.22		CROSS 2.5	133	12.45	3.55	12.20	7.30	8.20			
	9.45AM	8.47	9.52	A	NORTH YARD 0.6 SY Lv.	A 136	12.20AM	3.40AM	12.01PM	7.10PM	8.00AM			
	9.40AM	8.45PM	9.50AM	A	PARSONS 0.6 W DS	387								
	20	26	24	22	136.8		270	274	276	72	98			
	7.2	36.5	34.9	39.1	Average speed per hour.....		20.4	18.2	18.5	16.0	11.6			



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

SOUTHWARD TRAINS

OSAGE DIVISION

NORTHWARD TRAINS

FOURTH CLASS			THIRD CLASS		FIRST CLASS		Distance from Kansas City	Time Table No. 10 Effective 12:01 A. M. November 4, 1928	Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wee	FIRST CLASS		THIRD CLASS		FOURTH CLASS		
97 Way	273 K. F. F.	275 Tanks	25 Passenger	21 Sooner	22 Sooner	26 Passenger					276 Oil	274 Meat and Stock	96 Way				
Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
6.30AM	9.30AM	3.15AM					136.2	Leave N 0.6	NORTH YARD	Arrive SY				11.00AM	1.30AM	2.30PM	
6.35	9.35	3.20			8.00AM	1.35AM	136.8	Leave N 0.6	PARSONS	Arrive W	387	WCTYSP Yard	4.05AM	8.20PM	10.55	1.25	2.25
									St. L.-S. F. Interlocker								
6.49	9.50	3.55 22			8.10	1.42	141.6		IDENBRO		A 142	P 80	3.55 275	8.05	10.40	1.10	2.10
7.09	10.20 276	4.20			8.25	1.53	149.0		MOUND VALLEY	MD	A 149	P 80 W	3.43	7.50	10.20 273	12.50	1.50
							149.1		St. L.-S. F. Crossing								
7.30	10.45	4.45			8.40	2.04	157.2		ANGOLA	NY	A 157	P 81	3.30	7.32	9.55	12.25	1.25
7.53	11.03	6.08			8.52	2.13	163.8		O'HERIN		A 164	P 43	3.20	7.20	9.35	12.05AM	1.05
8.02	11.12	6.16			8.57	2.18	166.8		NARCO			P 80	3.15	7.13	9.20	11.53	12.55
							167.2		A. T. & S. F. Crossing								
8.06	11.20	6.25			8.59	2.20	167.7		COFFEYVILLE	FY	A 168	P 59 W	3.06	7.05	9.15	11.49	12.44
							168.3		Mo. Pac. Crossing								
8.09	11.30	6.35			9.07 276	2.28	168.7		KORF		A 169	P 85	3.03	7.02	9.07 25	11.45	12.35
8.17	11.40	6.42			9.12	2.32	170.9		SOUTH COFFEYVILLE		A 171	P 30	2.59	6.58	8.50	11.38	12.25
							171.0		Mo. Pac. Interlocker	SC							
8.35 276	12.01PM 96	6.00			9.21	2.50 22	176.4		NOXIE		A 176	P 77	2.50 21f	6.50	8.35 97	11.20	12.01PM 273
9.05	12.20	6.23			9.34	3.00	182.9		WANN	WN	A 183	P 84 W	2.41	6.37	8.15	11.00	11.32
9.45 25	12.40	6.45			9.45 97	3.09	189.1		WAYSIDE		A 189	P 80	2.32	6.27	7.58	10.38	11.08
10.10	12.55	6.59			9.53	3.15	193.7		DEWEY	DE	A 194	P 80	2.25	6.19	7.43	10.23	10.47
10.15AM	1.00PM	7.04AM			9.56AM	3.16AM	194.5		EAST M. K. T. JCT.	Lv			2.23AM	6.17PM	7.40AM	10.20PM	10.42AM
									Joint Track with A. T. & S. F. R. R.								
10.25AM 96	1.15PM	7.25AM 276			10.04AM 10.12	3.24AM 3.30	197.7		BARTLESVILLE	B	A 198	P WCYS Yard	2.17 2.07AM	6.10 6.02PM	7.25AM 275	10.09PM	10.25AM 97
10.40AM	1.20PM	7.30AM			10.15AM	3.33AM	198.2		WEST M. K. T. JCT.	Ar			2.05AM	6.00PM	7.20AM	10.07PM	10.20AM
10.45	1.25	7.35			10.17 96	3.35	198.7		OSBORNE		A 199	P 95	2.03	5.58	7.15	10.05	10.17 25
11.15	1.55	8.00			10.35	3.53	208.0		OKESA	KS	A 208	P 96	1.46	5.40	6.50	9.37	9.25
11.35	2.15	8.17			10.45	4.03	212.2		HORN		A 213	P 65	1.38	5.30	6.30	9.23	9.05
							217.5		M. V. Crossing								
12.05PM	2.35	8.35 96			10.57	4.12	217.5		NELAGONY	GY	A 218	P 70 WY	1.28	5.17	6.00	9.04	8.35 275
12.35	2.50	8.50			11.05	4.20	221.0		PERSHING	NG	A 221		1.23	5.08	5.45	8.53	8.10
12.55	3.02	9.05			11.15	4.28	225.7		WYNONA	WY	A 226	P 60	1.16	4.58	5.30	8.38	7.50
2.00	3.30	9.30			11.35	4.43	236.0		HOMINY	HY	A 236	P 98 W	1.01	4.38	5.04	8.05	7.15
2.15	3.45	9.45			11.45	4.50 276	240.7		MAHAN		A 241	P 81	12.53	4.30	4.50 21	7.50	6.50
2.30PM	4.00PM	10.00AM			11.55AM	5.00AM	245.2		OSAGE	Ar	A 245	Yard WCTYSP	12.45AM	4.20PM	4.15AM	7.30PM	6.30AM
97	273	275			25	21							22	26	276	274	96
13.6	16.8	16.1			27.7	31.7							32.5	37.1	16.1	18.2	13.6



Auto-Block

109.0
Average speed per hour.....

SOUTHWARD TRAINS

OKLAHOMA DIVISION

NORTHWARD TRAINS

THIRD CLASS			FIRST CLASS			Distance From Kansas City	Time Table No. 10		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Truck Scales, Wye	FIRST CLASS			THIRD CLASS		FOURTH CLASS	
75 F. S. & W. Daily	275 Tanks Daily Except Sunday	273 K. F. F. Daily	25 Passenger Daily	21 Sooner Daily	43 F. S. & W. Passenger Daily		Effective 12:01 A. M. November 4, 1928				26 Passenger Daily	22 Sooner Daily	44 F. S. & W. Passenger Daily	76 F. S. & W. Daily	274 Meat and Stock Daily	276 Oil Daily Except Sunday	
						STATIONS											
						245.2	Leave N	OSAGE	Arrive JN	A 245	Yard WCTYP S	4.15PM	12.45AM		6.15PM	2.30AM	
	8.00PM	6.30PM	12.05PM	5.00AM		248.2	D	CLEVELAND	CN	A 248	P 90	4.08	12.38		6.05	2.20	
	8.10	6.40	12.10	5.05		256.5		HALLETT		A 257	P 65	3.50	12.24		5.43	1.45	
						257.5	N	St. L. S. P. Interlocker	HJ								
	9.12	7.17	12.34	5.25		260.2	D	JENNINGS	NS	A 260	P 85 W	3.43	12.18		5.33	1.30	
	10.05	7.44	12.55	5.40		270.4	D	YALE	YA	A 270	P	3.25	12.02		5.06	12.45	
	10.07	7.46	12.59	5.41		271.0		YALE SIDING			79	3.24	12.01AM		5.04	12.43	
						271.4		A. T. & S. F. Gauntlet Interlocker									
	10.23	7.53	1.05	5.46		273.9		NORFOLK		A 273	P 53	3.18	11.56		4.56	12.32AM	
	10.58	8.08	1.15	5.54		279.4		CUSHING SIDING			Yard 71 YW	3.05	11.43		4.30	11.55	
	11.00PM	8.10	1.17	5.56		280.2	N	CUSHING	CH	A 280	P	3.00	11.38		4.20	11.50PM	
		8.25	1.35	6.12		286.0		WILD HORSE		A 286	P 53	2.50	11.29		4.01		
		8.40	1.45	6.19		290.6	D	AGRA	GR	A 291	P 65	2.40	11.23		3.45		
		9.00	2.00	6.28		297.2	D	TRYON	RN	A 297	P 17	2.26	11.13		3.20		
		9.15	2.15	6.35		301.8	D	CARNEY	RA	A 302	P 14	2.15	11.06		3.05		
L 3.00PM		9.40	2.35	6.47	L 4.50AM	310.3	N	FALLIS	FA	A 311	P 83 WY	2.00	10.52	A 12.01AM	A 9.25AM	2.35	
						310.3		F. S. & W. Crossing									
	3.20	10.00	2.50	6.57	5.02	317.0		LUTHER		A 317	P 46	1.47	10.43	11.45	9.09	2.03	
	3.40	10.32	3.05	7.08	5.16	324.7	D	ARCADIA	AD	A 324	P 64	1.33	10.32	11.34	8.50	1.33	
	3.59	11.22	3.19	7.19	5.32	332.2		WITCHER		A 332	P 59	1.21	10.21	11.22	8.33	1.04	
	4.16	11.43	3.29	7.29	5.45	339.1		OWANDA		A 339	P 22	1.10	10.10	11.11	8.17	12.44	
						341.5		C. R. I. & P. Crossing									
	4.23PM	11.50PM	3.33PM	7.33AM	5.48AM	341.6		Arrive HOMA	Leave	A 342		1.06PM	10.06PM	11.07PM	8.10AM	12.36PM	
	4.30PM	11.58PM	3.36	7.36	5.51	342.8	N	SHAW	SX	A 343	Yard SWCTP	1.03	10.03	11.03	8.05AM	12.30PM	
			3.45PM	7.45AM	6.00AM	343.9	N	OKLAHOMA CITY		A 344	P Yard Y	1.00PM	10.00PM	11.00PM			
	75	275	273	25	21	43						26	22	44	76	274	276
	21.7	11.7	17.9	26.9	35.9	28.8		98.7				30.4	35.9	33.1	21.3	17.0	13.1
							Average speed per hour										



Southward Trains

NEOSHO DIVISION

Northward Trains

Time Table No. 10

Effective 12:01 A. M.
November 4, 1928

STATIONS

Leave	Station	Arrive
D		TY
	JUNCTION CITY	
5.0	WREFORD	
8.0	SKIDDY	CU
5.9	C. R. I. & P. Interlocker	WY
0.3	WHITE CITY	WC
5.0	PARKERVILLE	
2.5	SYLVAN PARK	
3.0	DOWNING	
7.1	COUNCIL GROVE	
0.1	Mo. Pac. Interlocker	CG
4.1	HOUCKE	
4.3	DUNLAP	D
7.5	AMERICUS	MS
8.7	EMPORIA	RD
0.3	A. T. S. & F. Interlocker	X
0.9	WYCKOFF	
6.2	HARTFORD	HD
6.3	STRAWN	
7.7	BURLINGTON	BI
0.3	A. T. & S. F. Crossing	
3.9	BRISTOL	
4.7	RICHEY	
0.0	Mo. Pac. Crossing	
3.6	Mo. Pac. Interlocker	MO
0.2	MOODY	
5.1	A. T. & S. F. Crossing	
0.2	NEOSHO FALLS	NF
5.6	PIQUA	G
0.0	Mo. Pac. Crossing	
9.1	HUMBOLDT	HM
4.6	PETROLIA	
3.7	A. T. & S. F. Crossing	
0.9	CHANUTE	U
2.2	A. T. & S. F. Crossing	
6.8	URBANA	
6.4	GALESBURG	A
5.4	LADORE	
4.0	M., K. & T. Crossing	
0.5	NORTH YARD	SY
0.6	PARSONS	W

Distance from Parsons

Station Numbers

Car Capacity
Passing Tracks
Fuel Water
Track Scales
Wye

SECOND CLASS
20 Passenger Daily

FOURTH CLASS
90 Way Daily

92 Way Daily Except Sunday

FOURTH CLASS		SECOND CLASS	19 Passenger Daily
93 Way Daily Except Sunday	91 Way Daily		
	6.30 ^{AM}		12.45 ^{PM}
	6.55		12.58
	7.15		1.13
	8.05		1.31
	8.20		1.43
	8.30		1.48
	8.40		1.55
	9.40		2.15
	9.50		2.25
	10.10		2.37
	10.35		2.55
	12.01 ^{PM}		3.12
	12.20		3.27
	12.52 ²⁰		3.45
	1.20		3.58
	2.05		4.12
	2.20		4.30
	2.32		4.40
	2.50		4.48
	3.05		4.56
	3.20		5.09
	4.10 ^{PM}		5.21
	4.30		5.41
	4.15		5.50
	5.40		6.15
	6.00		6.40
	6.20		6.55
	6.35		7.10
	7.00 ^{PM}		7.20
	6.30 ^{PM}		7.30 ^{PM}
93	91		19
14.0	13.1		23.2

156.8
Average speed per hour

387

20

90

92



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. 10 Effective 12:01 A. M. November 4, 1928		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	SECOND CLASS		FOURTH CLASS	
87 Way		115 Passenger			116 Passenger				86 Way			
Daily Except Sunday		Daily			Leave	Arrive			Daily Except Sunday			
4.45 ^{AM}		9.55 ^{AM}	394.4		SHANER		395	PV Yard	6.55 ^{PM}		12.05 ^{PM}	
5.10		10.13	402.1		SHERMAN CITY		7	40	6.35		11.45	
5.30		10.30	410.0	D	WEST MINERAL	MY	16	SWV Yard	6.20		11.30	
			412.9		Mo. Pac. Crossing							
5.55		10.38	414.2	f	FLEMING		20	50	6.12		11.07	
			418.72		St. L.-S. F. Interlocker							
			418.75		St. L.-S. F. Interlocker							
6.16		10.52	419.0	D	COLUMBUS	CO	25	30	5.57		10.52	
7.25		11.04	424.2	f	QUAKER		30	21	5.45		9.50	
			426.8		KO&G Crossing							
			431.5		St. L.-S. F. Crossing							
7.58		11.22	432.1	D	GALENA, KAN.	AN	38	25	5.25		9.25	
			433.0		CAVE SPRINGS, MO		39					
			434.1		St. L.-S. F. Crossing							
			435.3		St. L.-S. F. Crossing							
8.15		11.32	436.0	f	FALL CITY		42	Y 30	5.10		9.10	
			437.1		J. & P. E. Ky. Crossing							
8.20		11.35	437.3	f	CHITWOOD		43	20	5.08		9.05	
8.35 ^{AM}		11.45 ^{AM}	440.7		Arrive JOPLIN	Leave JO	45	STCW Yard	5.00 ^{PM}		8.50 ^{AM}	
87 12.1		115 25.3			46.3				116 24.2		86 14.2	
Average speed per hour.....												

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

Southward Trains

IOLA BRANCH

Northward Trains

SECOND CLASS		Distance from Kansas City	Time Table No. 10 Effective 12:01 A. M. November 4, 1928		Station Numbers	Car Capacity Passing Tracks Fuel, Water, Turn Table, Telephone, Track Scales, Wye.	SECOND CLASS	
	35 Mixed						34 Mixed	
	Daily Except Sunday		Leave	Arrive			Daily Except Sunday	
	9.30 ^{AM}	94.64	N	MN	A 95	Yard CWP	4.40 ^{PM}	
	9.50	102.11			T 7	P 20	4.10	
	10.00	104.48			T 10	25	4.00	
	10.20 ^{AM}	107.92	D Ar	Lv OA	T 14	W P 44	3.50 ^{PM}	
	35						34	
Average speed per hour.....								



SPECIAL INSTRUCTIONS

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

- 1-a. No. 19 is superior to No. 24 and No. 26.
- 1-b. Third and fourth class trains, extra trains, and yard engines will clear first class trains at least ten minutes.
- 1-c. The time at Erie applies at the North siding unless otherwise directed.
- 1-d. Double track rules apply on cut-off between North Yard and Cross, unless otherwise directed.

2. All trains will report for orders before leaving Paola, Bartlesville and Shaw. All trains originating at North Yard will report for orders before leaving. All trains originating at Parsons will report for orders before leaving.

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

3. Yard movements between Homa and yard limit board north of Owanda, and between Mile Post A-276 and south switch Yale siding, and between yard limit board south of Cleveland and block signal A-247.0, will not be made when third or fourth class trains are over due and must be protected against extra trains, except as authorized by train order. Third and fourth class trains and extra trains will not run prepared to stop between these points as prescribed by Rule 93. All movements delayed between these points must be protected as prescribed by Rule 99, the same as between stations not within yard limits.

4. Maximum Speed. (Miles per hour).

Division	Passenger Trains	Freight Trains
Kansas City	60	30
Neosho	40	20
Joplin	40	20
Iola Branch	40	20
Osage-Tangent Track	50	25
Curves	45	25
Oklahoma-Tangent Track	50	25
Curves	45	25

- 4-a. Maximum speed for engines backing up, with or without cars, 15 miles per hour.
- 4-b. Maximum speed entering, or leaving, main track turn outs: Passenger trains, 20 miles per hour; Freight trains, 15 miles per hour.
- 4-c. Maximum speed for freight engines operating on passenger trains, or running light. 64% engines, 35 miles per hour; 57% engines, 40 miles per hour; others, 45 miles per hour.
- 4-d. Maximum speed for switch engines, with or without cars, 18 miles per hour.

4-e. All trains will run at restricted speed between Puzzle Switch, 700 feet north of Paola passenger depot, and Frisco Interchange Track Switch, 300 feet south of Paola passenger depot, and will know that the track is clear before going to the depot, account Frisco trains using this track.

4-f. First and Second class trains and passenger extras, approaching Parsons Passenger Station, will run at restricted speed between cross-over located 1000 feet North of Crawford Ave. and Interlocking plant at Frisco crossing, Parsons, so that under no circumstances will it be possible for such trains to strike any cars, trains or engines or passengers crossing over from one depot track to the other.

4-g. Maximum speed through city limits, as prescribed by ordinances:

Place	Miles Per Hour	Place	Miles Per Hour
Iola	15	Galena	10
Erie	15	Joplin	12
Parkerville	15	Coffeyville	12
Council Grove	15	Hominy	15
Americus	15	Yale	15
Emporia	15	Cushing	12
Burlington	15	Oklahoma City	12
Chanute	10		

- 4-h. Trains and engines will not exceed 10 miles per hour over the Neosho River Bridge, Joplin Division, MP S-400.1.
- 4-i. Passenger trains will not exceed 25 miles per hour, and other trains 20 miles per hour, over the Cimarron River Bridge, Oklahoma Division, MP A-271.9.
- 4-j. Engines of the 47%, 44%, and 38% types will not exceed 15 miles per hour 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, Neosho Division.
- 4-k. Engines larger than 32% should not be operated over the Iola Branch, and engines larger than 47% should not be operated over the Neosho and Joplin Divisions.

5. Automatic block and switch indicator signals, and rules, will govern movements at Cross. Trains from the Sedalia Division cut off, to or crossing the Kansas City Division main track, will be governed by switch indicators. Kansas City Division trains finding automatic block signals at "Stop" need not have flagman precede train, but must otherwise be governed by Rule 343. Trains finding switch indicator at position indicating that there is a train in the block, must not move on to foul, or cross the main track, until protected by flagman in both directions.

5-a. Automatic Block Signals in Service:
 Kansas City Division:
 Between MP A-133.3 and MP A-134.2.
 Between MP A-135.5 and MP A-136.2.
 Osage and Oklahoma Divisions:
 Between MP A-240.9 (Mahan) and MP A-247.0 (South of Osage).
 Between Oklahoma City passenger yard and Homa.

5-b. All trains and engines may proceed against overdue superior trains between Oklahoma City passenger yard and Homa when automatic block signals, or indicators, indicate "Clear" or "Proceed," but must comply with Rule 343 when signals indicate "Stop."

5-c. Small figures shown at Kansas City, Glen Park, Bartlesville, Shaw and Oklahoma City, indicate the advertised leaving and arriving time only. See special instructions, Paragraphs 5-b, 8, 9-a and 8-b.

- 6. All trains will flag 6th Street crossing at Junction City.
- 6-a. All trains will flag Main Street crossing at Columbus.

7. Southward freight trains handling three-fourths or more of their tonnage rating pulling out of No. 1 track, Paola, will leave main track switch at south end of No. 1 track set for the siding. All trains will approach this switch expecting to find it set against main track.

- 7-a. The normal position for switch at East M-K-T Junction is for the AT&SF Railway.
- 7-b. The normal position for switch at West M-K-T Junction is for the AT&SF Railway.
- 7-c. The normal position for switch at Homa is for the M-K-T Railroad.

8. Trainmen and enginemen must provide themselves with StL-SF rules and current time table, and be governed thereby between Paola and Kansas City Terminal Railway tracks.

8-a. Kansas City Terminal Railway rules and regulations govern while operating on their tracks at Kansas City.

8-b. Trainmen and enginemen must provide themselves with AT&SF rules and current time table, and be governed thereby between East M-K-T Junction and West M-K-T Junction.

9. The engine whistle must be sounded at all whistling posts and approaching every public crossing from a point 80 rods (1320 feet) from the crossing and, except where crossing watchmen are on duty, when automobiles or other vehicles are seen approaching the track or when view is obscured so enginemen cannot see approaches to crossings the signals will be sounded so as to permit the whistle signal 14-L to be sounded a second time beginning 600 feet from the crossing, the last sound to continue until the engine passes over the crossing.

9-a. Engine whistle signal code, Parsons Interlocker:

Cherokee Division main track	.....	.....
Osage Division main track	.....	.....
Joplin Track to Cherokee Division main track	.....	0
Through South Crossover	.....	0
Through North Crossover to or from Hold 4	.....	0
Joplin track to Osage Division Main	.....	0
Cherokee Division Main to Hold 5	.....	0

10. Flag stops not shown on schedule page:

Station	For Trains	Station	For Trains
Austin	19, 20	Montana	115, 116
Blue	19, 20, 90, 91	Dickson	115, 116
Throck	19, 20, 90, 91	Star Valley	115, 116
Olson	19, 20	Military	115, 116
Wayman	19, 20	Cokedale	115, 116
		Playtor	115, 116

- 10-a. No. 21 and No. 22 will stop at Yale to pick up and let off revenue passengers from or to Kansas City and St. Louis, and beyond.
- No. 21 and No. 22 will stop at Cleveland and Hominy to pick up and let off revenue passengers from or to Kansas City, St. Louis, Oklahoma City, and beyond.

- 10-b. No. 98 and No. 99, Kansas City Division, will carry passengers.
- 10-c. No. 90 and No. 91, Neosho Division, will carry passengers.
- 10-d. No. 86 and 87, Joplin Division, will carry passengers.

11. The following bridges, structures, etc., will not clear man on side of car:
 Mail cranes at stations when pouch is hung.
 Neosho Division, Bridges B-77.4, B-97.2, B-112.3, and B-155.2.

11-a. The following bridges, structures, etc., will not clear man on top of car:
 Bartlesville coal chute spout.
 Joplin overhead viaduct, Main Street.
 Neosho Division, Bridges B-31.1, B-34.2, B-58.3, B-77.4, B-112.3, and B-151.6.

12. Abbreviations:
 W—Water
 T—Turntable
 S—Track Scales
 Y—Wye
 P—Telephone
 C—Fuel
 D—Day Telegraph Office only
 N—Day and Night Telegraph Office
 NO—Night Telegraph Office only
 —Regular stop
 f—Flag stop

13. Car capacities of trucks are exclusive of engine and caboose, and are based on average of 45 feet per car.

13-a. Stations, tracks and spurs not shown on schedule page:

IOLA BRANCH

Name	MP Location	End Connected To Main Track	Car Capacity
Grace	T-2	North	3

NEOSHO DIVISION

Name	MP Location	End Connected To Main Track	Car Capacity
Austin	B-22	None	0
Lorton	B-39	North	11
Carmean	B-36	South	5
Throck	B-61	South	5
Blue	B-85	South	4
Normal	B-97	South	8
Wayman	B-101	South	4
Olson	B-146	Both	14

13-a. Continued.

JOPLIN DIVISION

Name	MP Location	End Connected To Main Track	Car Capacity
Montana	S-398.6	South	10
Dickson	S-400.0	None	0
Star Valley	S-404.5	South	7
Cokedale	S-412.9	None	0
Military	S-427.2	North	7
Playtor	S-428.8	South	6
Hacket	S-438.9	South	70
Rammage	S-438.4	South	50

OSAGE DIVISION

Name	MP Location	End Connected To Main Track	Car Capacity
Wilsonston	A-144.1	North	8
Penfield	A-152.3	South	7
Coverdale	A-169.9	North	5
Dewey Stock Yards	A-192.0	Both	6
Torpedo	A-201.1	North	4
Fite	A-204.3	North	10
Kiheki	A-213.6	North	21
Osage Torpedo Co.	A-223.0	South	2
Manion	A-232.0	Both	20
Tidal Oil Co.	A-232.2	Both	25

OKLAHOMA DIVISION

Name	MP Location	End Connected To Main Track	Car Capacity
Helmiok	A-249.0	South	20
Yust	A-251.2	South	15
Carfoco	A-272.2	South	15
Gano	A-277.6	Both	40

13-b. Mail cranes, other than those located at stations:
 East side of track, 181 feet south of MP A-177.1
 West side of track, Hallett Interlocker Tower

13-c. Water tanks, other than those shown at stations on schedule page:
 Neosho River Kansas City Division MP A-122.5
 Mound Valley Osage Division MP A-150.5

13-d. Yards protected by yard limit boards:
 Paola Junction City West Mineral
 Koeh Emporia Fleming
 Moran Burlington Columbus
 Humboldt Galena
 Chanute Joplin

North Yard to Parsons, inclusive.
 O'Herin to South Coffeyville, inclusive.
 Dewey Stock Yards to East M-K-T Junction, inclusive.
 West M-K-T Junction to Osborne Stock Yards, inclusive.
 Mahan to Helmiok, inclusive (See 3).
 Yale to Cushing, inclusive (See 3).
 Owanda to Oklahoma City, inclusive (See 3).

13-e. Location of Bulletin Books:
 Glen Park—Telegraph Office. Bartlesville—Telegraph Office.
 Glen Park—Roundhouse. Bartlesville—Roundhouse.
 Parsons—Pass. Sta. Tel. Office. Osage—Yard Office.
 Parsons—North Yard Tel. Office. Osage—Roundhouse.
 Parsons—Roundhouse. Cushing—Yard Office.
 Parsons—Crawford Ave. Shaw—Roundhouse.
 Junction City—Telegraph Office. Shaw—Yard Office.
 Coffeyville—Telegraph Office. Oklahoma City—Passenger Station.

13-f. Location of Standard Clocks:
 Kansas City—Union Station. Junction City—Telegraph Office.
 Glen Park—Telegraph Office. Joplin—Telegraph Office.
 Paola—Telegraph Office. Osage—Telegraph Office.
 Moran—Telegraph Office. Cushing—Telegraph Office.
 Parsons—Pass. Sta. Tel. Office. Shaw—Yard Office.
 Parsons—North Yard Tel. Office. Oklahoma City—Passenger Station.

14. Watch Inspectors:
 Sidney Y. Ball, General Time Inspector, 804 Railway Exchange, Chicago, Illinois.
 J. H. Wace Kansas City S. M. Molley Joplin
 J. V. Merchant Iola A. Williams Coffeyville
 F. Pfeiffer Parsons Duffindack & Hall Bartlesville
 M. F. Kohler Parsons A. Scritchfield Osage
 W. G. Glick Junction City D. A. Heuston Cushing
 Scritchfield Jewelry Co. Oklahoma City

SPECIAL INSTRUCTIONS Continued

15.

TONNAGE RATINGS

LOCOMOTIVES

FROM	TO	Adjustment Tons	64% Booster		64%		57%		47%		32%		30%		Remarks
			Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	Rating Tons	No. Cars	
Glen Park	Parsons	5	2470	74	2125	64	1995	60	1590	48	1070	32	1000	30	
Moran	Parsons	8	3410	102	2940	88	2625	79	2120	64	1500	45	1400	42	Excess Rate
Parsons	Glen Park	5	2570	77	2230	67	2000	60	1590	48	1070	32	1000	30	
Koch	Glen Park	5	4200	126	3675	110	3045	91	2490	75	1605	48	1500	45	Excess Rate
Parsons	Osage	8	2375	71	2050	61	1840	55	1590	48	1070	32	1000	30	
Parsons	Coffeyville	8	3310	99	2890	87	2520	76	2225	67	1605	48	1500	45	Excess Rate
Coffeyville	Bartlesville	7	2920	88	2520	76	2205	66	1910	57	1285	39	1200	36	Excess Rate
Osage	Parsons	8	3310	99	2940	88	2625	79	2120	64	1500	45	1400	42	
Bartlesville	Coffeyville	9	3570	107	3100	93	2780	83	2280	68	1605	48	1500	45	Excess Rate
Coffeyville	Parsons	8	4500	136	3780	115	3365	102	2800	85	2000	60	1800	54	Excess Rate
Osage	Oklahoma City	5	2375	71	2050	61	1840	55	1590	48	1070	32	1000	30	
Cushing	Fallis	7	4000	120	3675	110	3045	91	2490	75	1600	48	1500	45	Excess Rate
Fallis	Oklahoma City	6	2625	79	2350	71	2100	63	1590	48	1180	35	1100	33	Excess Rate
Oklahoma City	Osage	6	2470	75	2125	64	1995	60	1590	48	1070	32	1000	30	
Cushing	Osage	8	3310	99	2940	88	2625	79	2120	64	1500	45	1400	42	Excess Rate
Parsons	Burlington	6						1700	51	1100	33	1025	31		
Burlington	Parsons	7						1825	55	1284	39	1200	36		
Burlington	Junction City	5						1325	40	855	26	800	24		
Junction City	Burlington	5						1325	40	855	26	800	24		
Parsons	Joplin	8						1800	54	1180	35	1100	33		
Joplin	Parsons	10						2330	70	1550	47	1450	44		
Moran	Iola	9								1550	47	1400	42		
Iola	Moran	6								1285	38	1200	36		

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

16. When actual weight of load is not obtainable, use the following tonnage figures:

Refrigerators Loaded Merchandise	42 Tons
Other Cars Loaded Merchandise	27 Tons
Live Stock	30 Tons
Live Poultry	36 Tons

16-a. Disregard stenciled weight. Use tonnage figures below for empty cars:

Kind	Auto	Box	Coal	Flat	LPT	Rfgr.	Stock	Tank	Ballast	Cinder	Cabooses
Tons	22	20	20	18	26	26	20	22	21	19	18

17.

Employees' Hospital Association. DR. E. F. YANCEY, Medical Director, Sedalia, Mo.

Place	Name	Office	Residence
Kansas City	C. B. Francisco, Con.	623 Argyle Bldg.	
"	Orthopedic Surg.		
"	G. F. Hamel, Examiner	900 Rialto Bldg.	
"	J. W. Howard, Con. Spec.	910 Rialto Bldg.	
"	J. G. Sheldon, Loc. Surg.	604 Com. Bank Bldg.	
"	P. E. Williams, Loc. Surg.	General Hospital	
Rosedale	P. M. Nunn, Examiner	1401 S. W. Blvd.	
"	O. M. Longnecker, Examiner	Leavenworth Bldg.	
"	G. E. Sanders, Examiner	1401 S. W. Blvd.	
"	P. A. Pettit, Loc. Surg.	Citizens Bank Bldg.	
Paola	R. R. Nevitt, Loc. Surg.		
Moran	R. C. Henderson, Loc. Surg.		
Erio	J. T. Reid, Loc. Surg.		
Iola	L. R. King, Loc. Surg.	209 1/2 Washington	224 N. Adams
Junction City	B. E. Miller, Loc. Surg.		
Council Grove	Frank Focannon, Examiner	511 Com	705 Union
Emporia	H. T. Salisbury, Loc. Surg.		
Burlington	O. C. Payne, Loc. Surg.		
Humboldt	S. Steel, Examiner	17 N. Lincoln	267 S. Lincoln
Chanute	PARSONS	M-K-T Hospital	1801 Grand
"	A. Smith, Divn-Surg.-Exmr.	M-K-T Hospital	1508 Grand
"	J. C. Creel, Divn-Surg.-Exmr.		
West Mineral	H. B. Hawthorne, Loc. Surg.		
Columbus	W. N. Johnson, Loc. Surg.		
Galesna	P. W. Unshaw, Loc. Surg.		
Joplin	R. L. Neff, Loc. Surg.	224 Main St.	
Coffeyville	W. C. Hall, Loc. Surg.	818 Maple	402 W. 9th
"	W. A. Hayward, Loc. Surg.		
Dewey	L. D. Hudson, Loc. Surg.	Maguson Bldg.	1400 Creek
Bartlesville	G. F. Woodring, Loc. Surg.	State Bank Bldg.	5th & Cherokee
"	H. G. Crawford, Loc. Surg.		
Osage	Herman Fagin, Examiner	2FL Summers Bldg.	
Cleveland	E. T. Robinson, Loc. Surg.	Cleveland Drug	200 Dunlap
Jennings	W. E. Arnold, Loc. Surg.	411 Main	44 Main
Yale	W. C. Mitchell, Loc. Surg.	State Bank Bldg.	Detroit & Tull
"	E. M. Harris, Loc. Surg.	103 1/2 N. Broadway	321 E. Moses
Cushing	Benjamin Davis, Loc. Surg.	103 1/2 N. Broadway	402 S. Cleveland
"	W. B. Davis, Loc. Surg.		
Tryon	Geo. LaMotte, Examiner	300-303 Colcord Bldg.	316 E. 12th
Okla. City	LeRoy Long, Examiner	714 Medical Arts Bldg.	
"	P. E. Haskett, Examiner	518-520 1st National Bank Bldg.	815 W. 17th
"	W. E. Dixon, Oculist	503 Medical Arts Bldg.	
"	Grider Penick	Colcord Bldg.	

J. I. POOLE,
E. J. FITZGERALD,
K. WILLIAMSON,
Train Masters.

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

U. MOORE,
Chief Dispatcher.

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

E. E. Friend,
Train Dispatchers

ROAD FOREMEN OF ENGINES HAVE THE SAME AUTHORITY AS TRAIN MASTERS WHILE ON LINE OF ROAD.

SPECIAL INSTRUCTIONS Continued

**PARSONS
DISTRICT**

**TIME TABLE
NO. 10**

**Effective
November 4, 1928**

HOW TO USE THIS TABLE: THE FIRST COLUMN SHOWS THE TRAINS WHICH WILL BE RUN ON

THESE TRAINS WILL BE RUN ON THE FOLLOWING SCHEDULES: PARSONS DISTRICT