

### DIVISION OFFICERS

V. C. HALPIN.....Superintendent.....Coffeyville, Kan.  
F. ROTHROCK.....Trainmaster, Coffeyville,  
Conway Springs, Ark-  
ansas City and Roper  
Subdiv.....Coffeyville, Kan.  
R. B. BUTLER.....Trainmaster, Wagoner, Van  
Buren, Greenwood, Paris,  
and Clarksville Subdiv..Van Buren, Ark.  
W. M. IRVIN.....Asst. Trainmaster.....Ft. Smith, Ark.  
G. F. FLEMING.....Trainmaster.....Coffeyville, Kan.  
F. L. HAYS.....Trainmaster.....Coffeyville, Kan.  
C. A. BRADY.....Dispatcher.....Coffeyville, Kan.  
H. H. BRUNS.....Dispatcher.....Coffeyville, Kan.  
H. C. BUNDICK...Dispatcher.....Coffeyville, Kan.  
R. COWNE.....Dispatcher.....Coffeyville, Kan.  
L. W. DELAPLAINE..Dispatcher.....Coffeyville, Kan.  
R. V. FALKNER....Dispatcher.....Coffeyville, Kan.  
C. H. FRANKENBERGER  
Dispatcher.....Coffeyville, Kan.  
F. M. GONDER.....Dispatcher.....Coffeyville, Kan.  
H. F. LOGSDON....Dispatcher.....Coffeyville, Kan.  
F. E. NIGH.....Dispatcher.....Coffeyville, Kan.  
O. C. WALWORTH..Dispatcher.....Coffeyville, Kan.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

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## SOUTHERN KANSAS AND CENTRAL DIVISIONS

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# TIME-TABLE No. 23

Effective 12:01 a. m. Sunday, June 11, 1944

CENTRAL STANDARD TIME

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Superseding Time-Table No. 22, dated March 26, 1944,  
and all Supplements thereto.

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 8  
DATED JANUARY 1, 1944

The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

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R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Gen'l Superintendent Transportation.

J. DAVIS, General Superintendent.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Osawatomie.....	Cent. Kan.....11	Sou. Kan.....116	10:55 p. m.	30 Min.	For revenue passengers.
".....	" ".....124	" ".....124	Indefinitely	.....	For connection.
".....	" ".....116	" ".....116	Indefinitely	.....	" "
".....	Sou. Kan.....117	Cent. Kan.....117	Indefinitely	.....	" "
".....	" ".....125	" ".....125	"	.....	" "
Durand.....	Wichita.....419	Sou. Kan.....117	4:45 a. m.	50 Min.	For passengers.
".....	".....419	" ".....124	4:45 a. m.	50 Min.	" "
".....	".....419	" ".....124	4:20 a. m.	25 Min.	For mail.
".....	".....420	" ".....116	10:20 p. m.	15 Min.	For passengers.
Little Rock.....	Ark.....8	Central.....117	3:00 p. m.	15 Min.	" "
".....	".....220	".....117	2:55 p. m.	5 Min.	" "
".....	Central.....116	Little Rock.....116	11:20 a. m.	15 Min.	" "
North Little Rock.....	".....116	Ark.....219	11:25 a. m.	8 Min.	" "

**TABLE OF SPEEDS**

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48

**EXPLANATION OF CHARACTERS:**

- C—Coal.
  - O—Fuel Oil.
  - W—Water.
  - Y—Wye Track.
  - T—Turntable.
  - ¶—Meal Station.
  - §—Track Scales.
  - \*—Mail Catcher.
  - CS—Continuous Train Order Office.
  - LS—Limited Train Order Office (Hours of service specified by Bulletin Order.)
  - P—Telephone Communication Only.
  - TP—Telegraph or Telephone Office; not a Train Order Office.
- Register Stations are shown in full-faced type.

**EXPLANATION OF STOPS:**

- s—Regular Stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop to receive or dispatch U. S. Mail.
- b—Stop to receive or discharge revenue passengers to or from Kansas City, Wichita, Little Rock or beyond.
- d—Stop to receive or discharge revenue passengers.
- j—Stop on signal to handle express.
- k—Stop to receive or discharge revenue passengers to and from Fredonia.
- m—Stop to receive or discharge revenue passengers to or from Kansas City and beyond.
- n—Stop to receive revenue passengers and mail from No. 219.
- w—Stop to receive or discharge revenue passengers to or from Kansas City, Wichita, Independence and beyond.

STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Numbers			
<b>Conway Springs Subdiv.:</b>					
Rogers.....	464.61	f319	f320	.....	.....
Osro.....	476.52	f319	f320	.....	.....
Whitman.....	531.49	f391	f394	.....	.....
<b>Arkansas City Subdiv.:</b>					
Eschs Spur.....	503.67	f319	f320	.....	.....
Cameron City.....	509.78	f319	f320	.....	.....

## ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

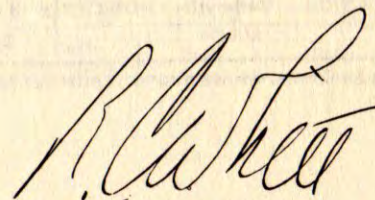
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



Chief Operating Officer.

COFFEYVILLE SUBDIV.—SOUTHERN KANSAS JCT. TO COFFEYVILLE

TIME-TABLE  
No. 23  
JUNE 11, 1944

TRAINS SOUTHWARD

Station Numbers	Miles from St. Louis (Via Kansas City)	STATIONS	FIRST CLASS			SECOND CLASS				
			117	125	317	169	175	167	199	161
			Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight
			Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily
		KANSAS CITY	10 30PM	8 45AM				11 00PM		
341	333.17	CS... OSAWATOMIE... 1.29 OWCTY	12 15AM	10 35AM		1 00AM		2 45AM	11 00AM	11 45PM
		CS... SOU. KAN. JCT... 7.65	12 24AM	10 39AM		1 05AM		2 48AM	11 05AM	11 48PM <sup>460</sup>
R 9	334.46	LS... LANE... 6.06	w 12 34	10 48		1 25		3 05 <sup>170</sup>	11 25	12 01AM
R 15	348.17	TP... GREELEY... 5.30	d 12 42	10 54		1 40		3 15	11 40	12 10
R 20	353.47	P... HECLA... 3.97	12 48	11 00		1 53		3 23 <sup>160</sup>	11 50AM	12 18
		A. T. & S. F. CROSSING... 0.17								
R 24	357.61	CS... GARNETT... 4.20	s 12 58	s 11 07		2 03		3 30	12 20PM	12 26
R 29	361.81	P... BIRCH... 4.55	1 03	11 12		2 13 <sup>170</sup>		3 38	12 30	12 33
R 33	366.36	P... MONT IDA... 5.55	1 08	11 17		2 25		4 07 <sup>124</sup>	12 40	12 41
R 39	371.91	P... DIXON... 1.76	1 14	11 23		2 35 <sup>160</sup>		4 17	12 50	12 48
R 41	373.67	LS... WESTPHALIA... 3.79	d 1 16	11 25					12 55	
R 44	377.46	LS... ALICEVILLE... 6.41	1 21	11 29		2 45		4 24	1 05	12 58
	383.87	P... RO SIDING... 0.53	1 28 <sup>170</sup>	11 36		2 54		4 32	1 15	1 08 <sup>170</sup>
R 51	384.40	LS... LE ROY... 2.62	d 1 31	f 11 37						
R 54	387.04	CS... MOODY... 0.02	1 35	11 40		3 02		4 42	1 30	1 14
	387.06	M.-K.-T. CROSSING... 4.85								
R 59	391.91	TP... VERNON... 3.47	1 41	11 45		3 10		4 49	1 40	1 22
R 62	395.38	P... KX SIDING... 3.20	1 45 <sup>160</sup>	11 49		3 25 <sup>124</sup>		4 55	1 50	1 30 <sup>160</sup>
	398.58	WICHITA DIV. CROSSING... 0.01								
H 85	398.59	CS... DURAND... 6.70	s 2 05 <sup>161</sup>	s 11 59AM		3 33		5 02	2 40	{ 1 45 } 2 05 <sup>117</sup>
R 72	405.29	LS... ROSE... 5.96	2 15	12 08PM		3 43		5 13	3 05	2 25
R 78	411.25	LS... BUFFALO... 3.91	d 2 23	12 14		3 51		5 21	3 20	2 35
R 82	415.16	CS... ROPER... 2.46	2 27	k 12 18		3 57		5 27	3 30	2 48 <sup>124</sup>
	417.62	A. T. & S. F. CROSSING... 0.08								
R 85	417.70	P... BENEDICT... 2.83	m 2 32						3 50	
R 88	420.53	P... GUILFORD... 6.71	2 41 <sup>124</sup>	12 24		4 13		5 40	4 09 <sup>168</sup>	3 05
R 94	427.24	LS... ALTOONA... 7.58	d 2 51	d 12 33		4 25		5 49	4 25	3 20
R102	434.82	CS... NEODESHA... 0.05	s 3 00	s 12 41		4 55		6 02	4 50	3 32
	434.87	St. L.-S. F. CROSSING... 6.53								
R109	441.40	P... SYCAMORE... 6.97	3 10	12 51		5 08		6 17	5 05 <sup>198</sup>	3 42
	448.37	A. T. & S. F. CROSSING... 0.23								
	448.60	A. T. & S. F. CROSSING... 0.51								
R116	449.11	CS... INDEPENDENCE... 4.01	s 3 22	s 1 03		5 25		6 35	6 00	4 00
R120	453.12	P... BLAKE... 4.42	3 27	1 09		5 35		6 45	6 20	4 20
R125	457.54	P... JEFFERSON... 4.93	3 32	1 14		5 45		6 55	6 30	4 30
R130	462.45	CS... DEARING... 5.36	3 37	1 19	4 40PM	6 00	6 15AM	7 10	6 45	4 40
R135	467.83	CS... Coffeyville... 134.66	s 3 50AM	s 1 30PM	s 4 50PM	6 15AM	6 30AM <sup>374</sup>	7 30AM <sup>318</sup>	7 00PM	5 05AM
			Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily

Miles from St. Louis, shown above, is mileage painted on telegraph poles and is not actual.

# COFFEYVILLE SUBDIV.—COFFEYVILLE TO SOUTHERN KANSAS JCT.

Siding Capacity in Cars	Miles from St. Louis (Via Kansas City)	<b>TIME-TABLE</b> <b>No. 23</b> JUNE 11, 1944		<b>TRAINS NORTHWARD</b>									
				FIRST CLASS			SECOND CLASS						
				124 Passenger	318 Passenger	116 Passenger	374 Red Ball Freight	168 Red Ball Freight	198 Local Freight	170 Red Ball Freight	460 Red Ball Freight	160 Red Ball Freight	
STATIONS				Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	
		KANSAS CITY		7 00AM		11 55PM		3 00AM		7 30AM			
Yd. 333.17		CS	OSAWATOMIE	§WOCTY	s 5 00AM		s 10 10PM		9 00PM		4 00AM	12 20AM	4 30AM
			1.29										
		CS	SOU. KAN. JCT.		4 50AM		10 05PM		8 55PM		3 55AM	1148PM <sup>161</sup>	4 25AM
		Signal Indication	LS	LANE	*w 4 41		9 53		7 40		3 05 <sup>167</sup>	11 30	3 55
			5.30										
83 342.11		TP	GREELEY		*d 4 33		9 46		7 27		2 45	11 18	3 42
			3.97										
82 348.17		P	HECLA		4 26		9 40		7 15		2 33	11 10	3 23 <sup>167</sup>
			0.17										
			A. T. & S. F. CROSSING										
			0.20										
73 357.61		CS	GARNETT	W	s 4 20		9 34		7 05		2 25	11 00	3 12
			4.55										
92 361.81		P	BIRCH	Y	4 14		9 27		6 55		2 13 <sup>169</sup>	10 50	3 05
			5.55										
73 366.36		P	MONT IDA	W*	4 07 <sup>167</sup>		9 21		6 45		2 05	10 43	2 50
			1.76										
91 371.91		P	DIXON		4 00		9 15		6 35		1 55	10 35	2 35 <sup>169</sup>
			3.79										
			LS	WESTPHALIA	*d 3 57								
			6.41										
74 377.46		LS	ALICEVILLE		3 52		9 08		6 25		1 45	10 25	2 25
			0.53										
68 383.87		P	RO SIDING		3 43		9 01		6 10		{ 1 28 } <sup>117</sup> { 1 08 } <sup>161</sup>	10 14	2 15
			2.62										
			LS	LE ROY	*d 3 41		8 59						
			0.02										
80 387.04		CS	MOODY		3 37		8 56		5 50		12 58	10 06	2 03
			4.85										
			M.-K.-T. CROSSING										
			3.47										
73 391.91		TP	VERNON	*	3 30		8 50		5 35		12 50	9 59	1 55
			3.20										
73 395.38		P	KX SIDING		3 25 <sup>169</sup>		8 46		5 20		12 40	9 53	{ 1 45 } <sup>117</sup> { 1 30 } <sup>161</sup>
			0.01										
			WICHITA DIV. CROSSING										
			6.70										
n109 s 133		CS	DURAND	CWY	s 3 20		8 42		5 00	7 45PM	12 30	9 45PM	1 00
			5.96										
76 405.29		LS	ROSE	*	3 00		8 30		4 36	7 10	12 10AM		12 40
			3.91										
69 411.25		LS	BUFFALO	*d 2 53			8 22		4 26	6 55	11 55PM		12 25
			2.46										
77 415.16		CS	ROPER	WCY	2 48 <sup>161</sup>		8 17		4 20	6 35	11 45		12 15
			0.08										
			A. T. & S. F. CROSSING										
			2.83										
			P	BENEDICT	*m 2 44								
			6.71										
75 420.53		P	GULFORD		2 41 <sup>117</sup>		8 11		4 09 <sup>199</sup>	6 01	11 35		12 05AM
			7.58										
54 427.24		LS	ALTOONA	*d 2 34			8 04		4 00	5 50	11 25		11 55PM
			0.05										
80 434.82		CS	NEODESHA	W	s 2 25		7 55		3 49	5 35	11 10		11 40
			6.53										
			St. L.-S. F. CROSSING										
			6.97										
74 441.40		P	SYCAMORE		2 14		7 45		3 37	5 05 <sup>199</sup>	10 50		11 20
			0.23										
			A. T. & S. F. CROSSING										
			0.51										
			CS	INDEPENDENCE	WY	s 1 59		7 36		3 25	4 36	10 31	
			4.42										
72 449.11		P	BLAKE		1 55		7 32		3 15	3 50	10 20		10 50
			4.93										
70 453.12		P	JEFFERSON	*	1 49		7 27		3 08	3 40	10 10		10 40
			4.93										
n77 s 77		CS	DEARING	*	1 43	s 7 40AM	7 22	6 45AM	3 00	3 30	10 00		10 30
Yd. 467.83		Signal Indication	CS	Coffeyville	§WOCTY	1 35AM	7 30AM <sup>167</sup>	7 15PM	6 30AM <sup>175</sup>	2 50PM	3 15PM	9 45PM	10 15PM
			134.66		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

Station Numbers	Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 23 JUNE 11, 1944	TRAINS SOUTHWARD									
			FIRST CLASS		SECOND CLASS							
			117 Passenger	125 Passenger	193 Local Freight Daily Ex. Sunday	169 Red Ball Freight Daily	167 Red Ball Freight Daily	191 Local Freight Daily Ex. Sunday	161 Red Ball Freight Daily	757 Mixed Daily Ex. Sunday	751 Local Freight Daily Ex. Sunday	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
R135	663.30	CS. COFFEYVILLE	4 00AM	1 40PM								
	662.83	P. COFFEYVILLE YD., Kan. & WOCTY	4 07	1 47 <sup>168</sup>		8 30AM	9 00AM	9 30AM	2 00PM			
	660.55	CS. So. Coffeyville Tower, Okla. M-K-T. Crossing	s 4 11	s 1 51								
L321	660.02	P. SOUTH COFFEYVILLE	4 12	1 52		8 40	9 10	f 9 40	2 07			
L311	650.70	LS. LENAPAH	4 23	s 2 05		9 00	9 30	f 10 05	2 28			
L306	645.56	TP. DELAWARE	4 28	s 2 12		9 15	9 40	f 10 25	2 38			
	641.33	UNION ELECTRIC CROSSING										
L300	640.19	CS. NOWATA	W s 4 40	s 2 26		9 30	10 05	s 11 20 <sup>192</sup>	2 50			
L294	634.43	P. WATOVA	* 4 48	s 2 33		9 45	10 25	f 11 35	3 02			
L288	627.86	LS. TALALA	* 4 54	s 2 41		10 05	10 45 <sup>192</sup>	f 11 55AM	3 16			
L284	624.15	P. S. M. SIDING	4 57	2 45		10 15 <sup>192</sup>	10 55	12 16PM <sup>168</sup>	3 21			
L282	622.11	LS. OOLOGAH	*Y 4 59	s 2 48		10 20	11 00	f 12 45	3 28			
L275	615.00	P. SAGEEYAH	5 07	f 2 56		10 40	11 30	f 1 05	3 43			
	610.34	CLAREMORE TOWER St. L.-S. F. Crossing										
L270	609.76	CS. CLAREMORE	WY s 5 20	s 3 10		10 50	11 46AM <sup>168</sup>	s 2 00	3 55			
L265	604.92	P. TIAWAH	5 28	3 16		10 58	12 01PM	f 2 15	4 05			
L257	596.91	LS. INOLA	* 5 36	s 3 26		11 20 <sup>168</sup>	12 20	f 2 40	4 22			
L249	588.66	P. NEODESHA	5 44	f 3 36		11 45AM	12 40	f 3 00	4 40			
	581.56	WAGONER TOWER M.-K.-T. Crossing										
L242	581.49	CS. WAGONER	W s 6 00	s 3 52	6 25AM	12 05PM	1 00	3 20PM	5 20 <sup>116</sup>			
	573.44	K. O. & G. JCT.					2 30PM					
L233	573.34	LS. OKAY K.O.&G. Crossing	6 10	s 4 03	f 6 50	12 25			5 34			
	568.68	St. L.-S. F. CROSSING										
L228	567.98	CS. FORT GIBSON	*W d 6 21	s 4 09	s 7 05	12 37			5 52			
L221	561.17	P. HAUTO	6 29	4 17	f 7 27	12 57			6 11 <sup>160</sup>			
L218	557.52	CS. BRAGGS	s 6 37	s 4 23	s 7 40	1 07			6 22			
L211	550.60	P. BLUFFS	6 46	4 36 <sup>116</sup>	f 8 11	1 21			6 35			
L206	546.44	LS. GORE	* 6 51	s 4 45	s 8 40	1 30			6 45			
L201	540.87	P. UPSON	6 57	4 53	f 9 00	1 41			6 55			
L197	537.43	LS. VIAN	* 7 01	s 5 00 <sup>160</sup>	s 9 12 <sup>168</sup>	1 48			7 02			
L190	530.41	P. ASHBY	7 09	5 10	f 9 30 <sup>194</sup>	2 02			7 15			
	526.70	CS. SALLISAW TOWER K. C. S. Crossing										
L186	525.81	TP. SALLISAW	*W d 7 13	s 5 14	s 10 53	2 15			7 25			
L180	519.73	P. HANSON	7 23	f 5 22	f 11 10	2 31			7 37			
L173	513.11	LS. MULDROW	* 7 31	s 5 30	s 11 30	2 48			7 50			
L168	508.24	P. ROLAND	* 7 36 <sup>194</sup>	d 5 40	f 11 45	3 00			8 00			
L164	503.67	CS. Greenwood Jct., Okla.	Y { 7 43	f { 5 50	f 11 55AM	3 13 <sup>116</sup>			8 14 <sup>124</sup>	1 15PM	7 00PM	
	498.41	St. L.-S. F. CROSSING, ARK.	{ 8 16 <sup>168</sup>	{ 6 20								
L158	498.01	CTC VAN BUREN	s 8 31	s 6 33								
	497.29	CS VAN BUREN YARD. WCT	8 35AM	6 38PM	12 05PM <sup>752</sup>	3 30PM <sup>160</sup>			9 30PM	1 35PM	7 30PM	
	166.01		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

Miles from St. Louis shown above is mileage painted on Telegraph Poles and is not actual.

# WAGONER SUBDIV.—VAN BUREN YARD TO COFFEYVILLE

5

Sliding Capacity In Cars	Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 23 JUNE 11, 1944		TRAINS NORTHWARD									
				FIRST CLASS		SECOND CLASS							
				116 Passenger	124 Passenger	194 Local Freight	192 Local Freight	168 Red Ball Freight	750 Mixed	752 Local Freight	160 Red Ball Freight	170 Red Ball Freight	
STATIONS		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily			
Yd.	663.30	CS. . . . .	COFFEYVILLE . . . . .	s 7 05PM	s 1 20AM								
Yd.	662.83	P.	COFFEYVILLE YD., Kan. §WOCTY 2.28	6 55	1 06		12 30PM	1 40PM <sup>125</sup>			9 45PM	9 00PM	
	660.55	CS.	So. Coffeyville Tower Okla. (M.-K.-T. Crossing) 0.53		s 1 02								
70	660.02	P.	SOUTH COFFEYVILLE . . . . . 9.32	6 48	1 01		f 12 25	1 30			9 03	8 38	
70	650.70	LS.	LENAPAH . . . . . 5.14	6 39	f 12 50		f 12 01PM	1 11			8 43	8 20	
67	645.56	TP.	DELAWARE . . . . . 4.23	6 34	f 12 42		f 11 48AM	1 01			8 35	8 10	
	641.33		UNION ELECTRIC CROSSING . . . . . 1.14										
73	640.19	CS.	NOWATA . . . . . W 5.76	s 6 28	s 12 33		s 11 20 <sup>191</sup>	12 49			8 26	7 59	
63	634.43	P.	WATOVA . . . . . 6.57	6 20	f 12 18		f 11 05	12 37			8 16	7 47	
70	627.86	LS.	TALALA . . . . . 3.71	6 14	f 12 08		f 10 45 <sup>167</sup>	12 24			8 07	7 34	
70	624.15	P.	S. M. SIDING . . . . . 2.04	6 10	12 01AM		10 15 <sup>169</sup>	12 16 <sup>191</sup>			8 01	7 27	
<sup>n70</sup> <sub>s70</sub>	622.11	LS.	OOLOGAH . . . . . *Y 7.11	6 08	f 11 58PM		f 10 05	12 12PM			7 58	7 23	
65	615.00	P.	SAGEYAH . . . . . 4.66	6 00	11 47		f 9 52	11 58AM			7 47	7 14	
	610.34		CLAREMORE TOWER (St.L.-S.F. Crossing) 0.58										
74	609.76	CS.	CLAREMORE . . . . . WY 4.84	s 5 52	s 11 37		f 9 08	11 46 <sup>167</sup>			7 36	7 05	
70	604.92	P.	TIAWAH . . . . . 8.01	5 44	11 23		f 8 15	11 36			7 29	6 53	
70	596.91	LS.	INOLA . . . . . 8.25	5 36	s 11 13		f 8 00	11 20 <sup>169</sup>			7 18	6 37	
70	588.66	P.	NEODESHA . . . . . 7.10	5 28	f 11 01		f 7 45	11 04			7 06	6 20	
	581.56		WAGONER TOWER (M.-K.-T. Crossing) 0.07										
200	581.49	(CS.)	WAGONER . . . . . §WCY 8.05	s 5 20 <sup>161</sup>	s 10 50		11 40AM	7 30AM			6 55	6 05	
	573.44		K. O. & G. JCT. . . . . 0.10										5 45PM
80	573.34	LS.	OKAY (K.O.&G. Crossing) 4.66	5 07	f 10 31		f 11 25	10 23			6 35		
	568.68		St. L.-S. F. CROSSING . . . . . 0.70										
68	567.98	CS.	FORT GIBSON . . . . . *W 6.79	d 5 01	s 10 22		s 11 10	10 12			6 21		
66	561.17	P.	HAUTO . . . . . 3.67	4 53	10 11		f 10 40	9 59			6 11 <sup>161</sup>		
70	557.52	CS.	BRAGGS . . . . . 6.92	s 4 44	s 10 05		s 10 30	9 52			6 05		
70	550.60	P.	BLUFFS . . . . . 4.16	4 36 <sup>125</sup>	9 54		f 10 10	9 38			5 53		
96	546.44	LS.	GORE . . . . . 5.57	4 32	s 9 48		s 10 00	9 30			5 45		
77	540.87	P.	UPSON . . . . . 3.44	4 26	9 40		f 9 52	9 19			5 25		
62	537.43	LS.	VIAN . . . . . 7.02	4 22	s 9 35		s 9 45	9 12 <sup>193</sup>			5 00 <sup>125</sup>		
70	530.41	P.	ASHBY . . . . . 3.71	4 15	9 25		f 9 30 <sup>193</sup>	8 58			4 45		
	526.70		SALLISAW TOWER (K. G. S. Crossing) 0.89										
70	525.81	TP.	SALLISAW . . . . . W* 6.08	d 4 10	s 9 17		s 8 49 <sup>168</sup>	8 49 <sup>194</sup>			4 37		
84	519.73	P.	HANSON . . . . . 6.62	4 02	f 9 05		f 8 00	8 37			4 25		
70	513.11	LS.	MULDROW . . . . . 4.87	3 55	s 8 57		f 7 46	8 24			4 10		
59	508.24	P.	ROLAND . . . . . 4.57	3 50	d 8 50		f 7 36 <sup>117</sup>	8 14			4 00		
70	503.67		CS. Greenwood Jct., Okla. . . . . Y 5.26	{ 3 45 <sup>160}</sup> 3 13 <sup>169}</sup>	{ 8 45 8 14 <sup>161}</sup>		f 7 20	8 06 <sup>117</sup>	6 52AM	12 30PM	3 50 <sup>116}</sup>		
	498.41		St. L.-S. F. CROSSING, ARK. . . . . 0.40										
Yd.	498.01		VAN BUREN . . . . . 0.72	s 3 05	s 8 05								
Yd.	497.29	CS.	VAN BUREN YARD. §WCT	3 00PM	8 00PM		7 05AM	7 50AM	6 20AM	12 05PM <sup>193</sup>	3 30PM <sup>169}</sup>		
			166.01	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	

Miles from St. Louis shown above is mileage painted on Telegraph Poles, and is not actual.

## VAN BUREN SUBDIV.—VAN BUREN YARD TO NORTH LITTLE ROCK

Station Numbers	Miles from St. Louis (Van Buren to North Little Rock)	TIME-TABLE No. 23 JUNE 11, 1944	TRAINS SOUTHWARD							
			FIRST CLASS			SECOND CLASS				
			117 Passenger	125 Passenger	197 Local Freight	195 Local Freight	169 Red Ball Freight	161 Red Ball Freight		
STATIONS		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily			
L158	497.29	CS... VAN BUREN YARD.. }WCT	8 45AM	6 48PM	7 30AM <sup>168</sup>		5 00PM	11 15PM		
L154a	494.39	P..... BX SIDING .....	8 50	6 52	7 40		5 10	11 25		
L149	489.45	LS..... ALMA.....*	8 56	d 6 57	f 7 50		5 20	11 35		
L145	484.65	P..... DYER.....*	9 01	7 02	f 8 00		5 30	11 45		
L140	479.79	TP..... MULBERRY.....*	9 06	d 7 08	f 8 10		5 40	11 55PM		
L136	475.51	P..... KD SIDING.....	9 11	7 15 <sup>124</sup>	8 20		5 49	12 05AM		
L130	470.00	P..... POPING.....	9 18	7 22	f 8 30		5 57	12 15		
L125	464.81	LS..... OZARK.....*	s 9 28	s 7 34	s 8 40		6 05	12 25		
L119	456.59	LS..... ALIX..... }WY	d 9 40	7 46	s 9 00		6 18	12 45		
L112	449.31	LS..... HARTMAN.....*	f 9 49	7 59	f 9 15		6 37 <sup>124</sup>	1 05		
L107	445.12	..... MONTANA.....*								
L105	443.02	LS..... SPADRA.....* }s	9 57 <sup>197</sup>	8 08	f 9 57 <sup>117</sup>		6 50	1 20		
	442.57	P..... A A JCT.....	9 58AM	8 09PM	10 20AM		6 51	1 21		
	6.72		Via Clarksville Subdiv.	Via Clarksville Subdiv.	Via Clarksville Subdiv.					
L 93	435.85	P..... BB JCT.....	10 22AM	8 34PM	11 00AM		7 10	1 40		
L 91	433.54	P..... KNOXVILLE.....*	10 25	8 37	f 11 05		7 15	1 45		
L 85	427.85	P..... SCOTIA.....	10 32	8 43	11 15		7 26	1 55		
L 82	425.46	..... LONDON.....*			f 11 25					
L 80	422.79	P..... MILL CREEK.....	10 39	8 50	11 30		7 35	2 05		
L 75	417.77	CS..... RUSSELLVILLE... }WYC	s 10 49	s 9 10	s 11 45AM	9 20AM	7 55	2 45 <sup>160</sup>		
	417.60	..... D. & R. CONNECTION.....								
L 69	412.09	..... POTTSVILLE.....*			f 9 30					
L 68	410.70	P..... WORTHEN.....	10 58 <sup>190</sup>	9 20	9 44		8 10	3 05		
L 63	405.85	LS..... ATKINS.....*	d 11 05	d 9 26	s 10 00		8 20	3 25		
L 57	400.09	P..... BLACKVILLE.....*	11 12	9 33	f 10 15 <sup>190</sup>		8 32	3 45		
L 50	392.53	CS..... MORRILTON.....	s 11 22 <sup>195</sup>	s 9 44	s 11 22AM <sup>117</sup>		8 48	4 05 <sup>168</sup>		
L 44	386.80	TP..... PLUMERVILLE.....*	11 31	9 54	f 12 14PM <sup>116</sup>		9 00	4 25		
L 38	381.39	P..... MENIFEE.....*	11 37	10 01	f 12 35		9 12	4 35		
L 36	378.82	P..... GLEASON..... }W	11 40	10 04	f 12 45		9 20	4 50		
L 30	373.14	CS..... CONWAY.....	s 11 58AM <sup>116</sup>	s 10 18	s 1 15		9 45	5 05		
L 21	363.65	P..... MAYFLOWER.....*	12 20PM	10 29	f 1 40		10 05	5 25		
L 17	359.82	P..... PALARM.....	12 24	10 34	f 1 50		10 15	5 35		
L 13	356.29	LS..... WEST MARCHE.....								
L 10	353.30	P..... MARCHE.....	12 31	10 42	f 2 15		10 30	5 50		
L 4	346.93	P..... AMBOY.....	12 40	10 50 <sup>169</sup>	2 30		10 50 <sup>125</sup>	6 10		
	346.01	P..... JK JCT.....	12 41	10 51	2 32		11 01	6 20		
L 3	345.73	P..... LEVY.....*	d 12 42	d 10 52	2 33					
	345.63	..... MILITARY JCT.....								
	344.26	P..... XO JCT.....	12 44	10 54	2 38		11 05PM	6 30		
X344	344.22	CSNO.LITTLE ROCK }OWCYT	12 55	10 55	2 45PM		12 30AM	8 30AM		
	344.35	..... Central Division Jct.....	12 56PM	10 56PM						
X346	345.68	..... LITTLE ROCK.....	1 00PM	11 00PM						
		Passenger (to Little Rock) 155.06 Freight (to North Little Rock) 153.60	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		

Two mile post locations at Montana, Ark., are one and the same point, 445.65 being new mileage account change in line south of Montana made November 1936, and 445.12 being old mileage.

Miles from St. Louis, Montana north shown above, is mileage painted on Telegraph Poles, and is not actual.



# VAN BUREN SUBDIV.—NORTH LITTLE ROCK TO VAN BUREN YARD

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Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	<b>TIME-TABLE</b> <b>No. 23</b> <b>JUNE 11, 1944</b>	<b>TRAINS NORTHWARD</b>							
			<b>FIRST CLASS</b>			<b>SECOND CLASS</b>				
			<b>116</b> Passenger	<b>124</b> Passenger			<b>160</b> Red Ball Freight	<b>168</b> Red Ball Freight	<b>190</b> Local Freight	
<b>STATIONS</b>		Daily	Daily		Daily	Daily	Daily Ex. Sunday			
Yd.	497.29	CS. . . . .	<b>VAN BUREN YARD</b> . . . \$WCT	2 50PM	7 50PM			6 45AM	<b>7 30AM</b> <sup>197</sup>	3 45PM
			2.90							
56	494.39	P. . . . .	BX SIDING . . . . .	2 40	7 40			5 55	7 15	3 40
			4.94							
60	489.45	LS. . . . .	ALMA . . . . .*	2 35	<i>f</i> 7 34			5 45	7 05	3 30
			4.80							
80	484.65	P. . . . .	DYER . . . . .*	2 30	<i>a</i> 7 29			5 35	6 55	3 20
			4.86							
45	479.79	TP. . . . .	MULBERRY . . . . .*	2 25	<i>f</i> 7 23			5 25	6 45	3 10
			4.28							
90	475.51	P. . . . .	KD SIDING . . . . .	2 20	<b>7 15</b> <sup>125</sup>			5 15	6 35	3 00
			5.51							
81	470.00	P. . . . .	POPING . . . . .	2 13	7 07			5 05	6 25	2 50
			5.19							
78	464.81	LS. . . . .	OZARK . . . . .*	<i>s</i> 2 07	<i>s</i> 7 00			4 55	6 15	2 40
			8.22							
81	456.59	LS. . . . .	ALIX . . . . . \$WY	1 58	<i>d</i> 6 47			4 40	6 01	2 20
			7.28							
91	449.31	LS. . . . .	HARTMAN . . . . .*	1 51	<b>6 37</b> <sup>169</sup>			4 25	5 49	2 05
			4.19							
	445.12		MONTANA . . . . .*		<i>a</i> 6 32					
	445.65		2.63							
62	443.02	LS. . . . .	SPADRA . . . . .* \$	<b>1 43</b> <sup>190</sup>	<i>a</i> 6 27			4 06	5 37	<b>1 43</b> <sup>116</sup>
			0.45							
	442.57	P. . . . .	AA JCT . . . . .	1 42PM	6 26PM			4 05	5 36	1 10
			6.72							
			Via Clarkville Subdiv.		Via Clarkville Subdiv.					
	435.85	P. . . . .	BB JCT . . . . .	1 20PM	6 00PM			3 45	5 17	12 50
			2.31							
91	433.54	P. . . . .	KNOXVILLE . . . . .*	1 14	<i>a</i> 5 54			3 39	5 13	12 45
			5.69							
67	427.85	P. . . . .	SCOTIA . . . . .	1 06	5 46			3 25	5 06	12 30
			2.39							
	425.46		LONDON . . . . .*		<i>a</i> 5 43					12 25
			2.67							
84	422.79	P. . . . .	MILL CREEK . . . . .	12 59	5 38			3 05	4 57	12 15
			5.02							
118	417.77	CS. . . . .	RUSSELLVILLE . . . \$WYC	<i>s</i> 12 52	<i>s</i> 5 30			<b>2 45</b> <sup>161</sup>	4 50	12 01PM
			0.17							
	417.60		D. & R. CONNECTION . . . . .							
			5.51							
	412.09		POTTSVILLE . . . . .*		<i>a</i> 5 14					11 20AM
			1.39							
91	410.70	P. . . . .	WORTHEN . . . . .	12 42	5 12			2 15	4 37	<b>10 58</b> <sup>117</sup>
			4.85							
54	405.85	LS. . . . .	ATKINS . . . . .*	12 37	<i>s</i> 5 05			2 05	4 30	10 30
			5.76							
63	400.09	P. . . . .	BLACKVILLE . . . . .*	12 31	<i>a</i> 4 56			1 55	4 20	<b>10 15</b> <sup>195</sup>
			7.56							
53	392.53	CS. . . . .	MORRILTON . . . . .*	<i>s</i> 12 22	<i>s</i> 4 45			1 40	<b>4 05</b> <sup>161</sup>	10 00
			5.73							
77	386.80	TP. . . . .	PLUMERVILLE . . . . .*	<b>12 14</b> <sup>195</sup>	<i>f</i> 4 33			1 30	3 53	9 30
			5.41							
91	381.39	P. . . . .	MENIFEE . . . . .*	12 08	<i>a</i> 4 25			1 22	3 42	9 10
			2.57							
62	378.82	P. . . . .	GLEASON . . . . . W	12 05PM	4 22			1 17	3 36	9 00
			5.68							
103	373.14	CS. . . . .	CONWAY . . . . .*	<i>s</i> <b>11 58AM</b> <sup>117</sup>	<i>s</i> 4 15			1 07	3 25	7 55
			9.49							
81	363.65	P. . . . .	MAYFLOWER . . . . .*	11 41	<i>a</i> 3 57			12 52	3 07	7 32
			3.83							
57	359.82	P. . . . .	PALARM . . . . .	11 37	3 53			12 42	3 00	7 23
			3.53							
	356.29	LS. . . . .	WEST MARCHE . . . . .		<i>j</i> 3 49					
			2.99							
92	353.30	P. . . . .	MARCHE . . . . .	11 30	3 46			12 33	2 47	7 08
			6.37							
62	346.93	P. . . . .	AMBOY . . . . .	11 22	3 39			12 24	2 37	6 52
			0.92							
	346.01		JK JCT . . . . .	11 21	3 38			12 22	2 35	6 50
			0.28							
	345.73		LEVY . . . . .		<i>f</i> 3 37					6 49
			0.10							
	345.63		MILITARY JCT . . . . .							
			1.37							
	344.26		XO JCT . . . . .	11 18	3 35			12 17	2 31	6 46
			0.04							
Yd.	344.22		CS. NO. LITTLE ROCK \$WOCYT	<i>n</i> 11 17	3 34			12 15AM	2 30AM	6 45AM
			0.13							
	344.35		Central Division Jct . . . . .	11 10AM	3 33PM					
			1.33							
	345.68		LITTLE ROCK . . . . .	11 05AM	3 30PM					
			Passenger . . . . . (To Little Rock) 155.06	Daily	Daily			Daily	Daily	Daily Ex. Sunday
			Freight . . . . . (To North Little Rock) 153.60							

Two mile post locations at Montana, Ark. are one and the same point, 445.65 being the new mileage account change in line south of Montana made November 1936, and 445.12 being old mileage.

Miles from St. Louis, Montana north, shown above is mileage painted on Telegraph Poles, and is not actual.

**GREENWOOD SUBDIV.—GREENWOOD JCT. TO GREENWOOD**

Station Numbers Miles from St. Louis (Via North Little Rock)	<b>TIME-TABLE No. 23 JUNE 11, 1944</b>		TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			121 Passenger	123 Passenger	127 Passenger	129 Passenger	755 Mixed	753 Local Freight		
			Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	
L 164 503.50	CS. GREENWOOD JCT. . . . Y	3.79	7 43AM	3 13PM	5 50PM	8 14PM		6 52AM	12 30PM	
LG 4 507.29	P. WEST FT. SMITH, OKLA. . . .	0.73								
LD 5 508.02	CS. FORT SMITH, ARK. . . \$WY	1.34	\$ 7 55AM	\$ 3 25PM	\$ 6 02PM <sup>126</sup>	\$ 8 25PM		\$ 7 10	1255PM <sup>756</sup>	
509.36	St. L.-S. F. CROSSING. . . .	0.01								
509.37	K C. S. CROSSING. . . .	1.17								
LG 7 510.54	COLEMAN. . . .	0.25								
510.79	SUBURBAN JCT. . . .	1.39						7 20		
LG 9 512.18	P. AC JCT. . . .	2.53						7 25AM	1 15	
LG 11 514.71	BUELL. . . .	2.19								
LG 13 516.90	CRESCENT. . . .	2.01								
LG 15 518.91	LALLIE. . . .	1.86								
LG 17 520.77	JENNY LIND. . . . W	5.29								
LG 23 526.06	LS. GREENWOOD. . . . Y								2 30PM	
	22.56		Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	

**CLARKSVILLE SUBDIV.—BETWEEN AA JCT. AND BB JCT.**

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 23 JUNE 11, 1944	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS		
197 Local Freight	125 Passenger	117 Passenger	116 Passenger					124 Passenger		
Daily Ex. Sunday	Daily	Daily						Daily	Daily	
10 20AM	8 09PM	9 58AM	447.25	P. AA JCT. . . . .				1 42PM	6 26PM	
\$ 10 34	\$ 8 20	\$ 10 05	443.74	LS. CLARKSVILLE. . . . .	L101	13		\$ 1 36	\$ 6 20	
f 10 50	8 30	10 12	438.37	LAMAR. . . . .*	L 95	38		1 24	f 6 04	
11 00AM	8 34PM	10 22AM	435.85	P. BB JCT. . . . .	L 93			1 20PM	6 00PM	
Daily Ex. Sunday	Daily	Daily		11.40				Daily	Daily	

**ROPER SUBDIV.—BETWEEN ROPER AND FREDONIA**

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIME-TABLE No. 23 JUNE 11, 1944	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS			791 Local Freight					SECOND CLASS		
			Daily Ex. Sunday					792 Local Freight		
			11 40AM	415.16	CS. ROPER. . . . . WCY	R 82		\$ 5 10PM		
				419.58	A. T. & S. F. CROSSING. . . . .					
		f 11 59AM		420.98	SEXTON. . . . .	RC 6		f 4 50		
				425.33	A. T. & S. F. CROSSING. . . . .					
		\$ 12 20PM		426.58	LS. FREDONIA. . . . . \$WY	RC12	24	4 30PM		
		Daily Ex. Sunday			11.42			Daily Ex. Sunday		

Miles from St. Louis shown above is mileage painted on Telegraph Poles and is not actual.

# GREENWOOD SUBDIV.—GREENWOOD TO GREENWOOD JCT.

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	<b>TIME-TABLE No. 23 JUNE 11, 1944</b>	TRAINS NORTHWARD									
			FIRST CLASS				SECOND CLASS					
			120 Passenger	122 Passenger	126 Passenger	128 Passenger	756 Mixed	754 Local Freight				
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday				
70	503.50	CTC	CS. GREENWOOD JCT. . . . . Y	8 16AM	3 45PM	f 6 20PM	f 8 45PM	1 15PM	7 00PM			
507.29	P. WEST FT. SMITH, OKLA. . . . .											
Yd.	508.02	AUTOMATIC BLOCK	CS. FORT SMITH, ARK. §WCY	8 08AM	3 37PM	6 12PM <sup>127</sup>	8 37PM	s 1255 <sup>753</sup>	6 30			
509.36	St. L.-S. F. CROSSING . . . . .											
509.37	K. C. S. CROSSING . . . . .											
510.54	COLEMAN . . . . .											
510.79	SUBURBAN JCT. . . . .											
50	512.18		P. AC JCT . . . . .						12 05PM	5 00		
40	514.71		BUELL . . . . .									
10	516.90		CRESCENT . . . . .									
10	518.91		LALLIE . . . . .									
25	520.77		JENNY LIND . . . . . W									
29	526.06	LS. GREENWOOD . . . . . Y							3 30PM			
			22.56	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday			

# PARIS SUBDIV.—BETWEEN AC JCT. AND PARIS

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	<b>TIME-TABLE No. 23 JUNE 11, 1944</b>	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
		755 Mixed								756 Mixed	
		Daily Ex. Sunday		STATIONS		Daily Ex. Sunday					
		7 25AM	512.18	AUTOMATIC BLOCK	P. AC JCT. . . . .	LG 9	50	12 05PM			
		s 7 30	512.82		LS. SOUTH FORT SMITH. . . . .	LD10	15	s 12 01PM			
		7 38	515.65		..... K. K. SIDING . . . . .	LD13	50	11 53AM			
		f 7 45	518.14		..... BARLING . . . . .	LD16	15	f 11 45			
		f 7 50	519.42		LS. CAMP CHAFFEE. . . . . YW	LD17	43	f 11 40			
		f 7 55	521.33		..... CENTRAL CITY . . . . .	LD19		f 11 35			
		s 8 10	526.18		..... LAVACA . . . . .	LD24	37	s 11 25			
		f 8 25	530.96		..... URSULA . . . . .	LD29	5	f 11 10			
		s 8 40	535.30		LS. CHARLESTON . . . . .	LD33	9	s 10 59			
		f 8 45	536.06		..... THESSING . . . . . Y		37	f 10 55			
		s 9 00	540.08	..... BRANCH . . . . .	LD38	6	s 10 45				
		s 9 15	544.16	..... RATCLIFF . . . . .	LD42	37	s 10 35				
		f 9 30	549.46	..... HAMILTON MINE . . . . .		37	f 10 23				
		9 45AM	553.11	LS. PARIS . . . . . §WCY	LD51	Yd.	10 15AM				
		Daily Ex. Sunday		40.93				Daily Ex. Sunday			

Miles from St. Louis shown above is mileage painted on Telegraph Poles, and is not actual.

# 10 CONWAY SPRINGS SUBDIV.—BETWEEN DEARING AND CONWAY SPRINGS

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIME-TABLE No. 23 JUNE 11, 1944			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS		STATIONS		FIRST CLASS			SECOND CLASS			
391 Local Freight	373 Red Ball Freight	319 Passenger		STATIONS		320 Passenger			376 Red Ball Freight		394 Local Freight	
Daily Ex. Sunday	Daily Ex. Sunday	Daily		STATIONS		Daily	Daily Ex. Monday		Daily Ex. Sunday			
	6 45AM	s	7 40AM	428.71	CS.....	DEARING	R 130	77	s 4 40PM	6 15AM		
	7 05	s	7 53	435.15		TYRO	NL 12	21	s 4 28	4 55		
	7 30	s	8 05	442.13	LS.....	CANEY	NL 19	24	s 4 15	4 35		
				442.27		A. T. & S. F. CROSSING						
	7 50	s	8 15	447.78	P.....	NIOTAZE	NL 24	27	s 4 02	4 15		
	8 10	s	8 25	453.25		PERU	NL 30	30	s 3 52	4 00		
	837 319	s	837 373	458.92	LS.....	SEDAN	NL 36	17	s 3 42	3 45		
	9 10	f	8 54	467.77	P.....	LOWE	NL 44	46	f 3 21	3 20		
	9 30	s	9 04	472.42		WAUNETA	NL 49	18	s 3 11	3 05		
		f	9 09	474.73	P.....	LAYTON	NL 51	11	f 3 06			
	10 28	s	9 23	480.99	LS.....	CEDARVALE	NL 58	46	s 2 55	2 45		
	10 53	f	9 30	484.89	P.....	TAUSSIG	NL 62	21	f 2 45	2 35		
	11 15AM	s	9 45	490.83	LS.....	HOOSER	NL 68	28	s 2 35	2 20		
10 15AM	1235PM <sup>394</sup>	s	10 00	497.71	LS.....	DEXTER	NL 74	41	s 2 20	1 55	s 1230PM <sup>373</sup>	
10 17	12 37PM		10 01AM	498.12	P.....	DEXTER JCT.	WY		2 17PM	1 40AM	12 17	
f 10 34				503.71		EATON	NL 80	28			f 12 01PM	
f 10 49				508.70		TISDALE	NL 85	30			f 11 47AM	
s 1117AM <sup>394</sup>				517.25	LS.....	WINFIELD	\$W	NL 94			s 1117 391	
				517.55		St. L.-S. F. CROSSING						
				517.56		A. T. & S. F. CROSSING						
				518.68		A. T. & S. F. CROSSING						
s 12 20PM				527.18		OXFORD	NL104	24			s 10 35	
				537.61		M. V. CROSSING						
s 1 15				537.94		BELLE PLAINE	NL115	24			s 10 01	
				538.68		A. T. & S. F. CROSSING						
s 1 40				544.40		RIVERDALE	NL121				s 9 40	
				544.53		C. R. I. & P. CROSSING						
s 2 10				552.24		ANSON	NL129	20			s 9 20	
s 2 40PM				558.73	LS.....	CONWAY SPRINGS	WCY	NL135	28		9 00AM	
Daily Ex. Sunday	Daily Ex. Sunday	Daily		130.02				Daily		Daily Ex. Monday	Daily Ex. Sunday	

# ARKANSAS CITY SUBDIV.—BETWEEN DEXTER JCT. AND ARKANSAS CITY

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIME-TABLE No. 23 JUNE 11, 1944			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS		STATIONS		FIRST CLASS			SECOND CLASS			
373 Red Ball Freight		319 Passenger		STATIONS		320 Passenger			376 Red Ball Freight			
Daily Ex. Sunday		Daily		STATIONS		Daily	Daily Ex. Monday					
	12 37PM		10 01AM	498.12	P.....	DEXTER JCT.	Y		2 17PM	1 40AM		
	12 55	f	10 18	506.85	P.....	VINTON	NB 9	46	f 2 00	1 20		
	1 15	s	10 30	513.50	LS.....	SILVERDALE	Y	NB15	37	s 1 49	1 00	
	140 320		10 36	517.33	P.....	CORLETT		NB19	46	140 373	12 50	
	1 52		10 48	522.58		A. T. & S. F. CROSSING						
	1 55PM	s	10 50AM	522.59		MIDLAND VALLEY JCT.			1 31	12 31		
				522.90	LS.....	ARKANSAS CITY	WCY	NB25	Yd.	1 30PM	12 30AM	
Daily Ex. Sunday	Daily Ex. Sunday	Daily		24.78				Daily		Daily Ex. Monday	Daily Ex. Sunday	

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.  
Southern Kansas & Central Divisions (23)

**1. All Eastward and Northward trains are superior to trains of the same class in the opposite directions, except:**

- Roper Subdiv.: No. 791 is superior to No. 792.**
- Conway Springs Subdiv.: No. 391 is superior to No. 394.**
- Paris Subdiv.: No. 755 is superior to No. 756.**
- Greenwood Subdiv.: No. 753 is superior to No. 754.**

**Between:**

Coffeyville Yard, Yard Office and North end of Wagoner Subdiv. main tracks, Signals 4666-4667 and Coffeyville Passenger Station, Junction Switch Dearing and Mile Post 429, pole 10, Conway Springs Subdiv., Mile Post 442, pole 2 Caney, Kans. and Mile Post 442, pole 22,

**trains have no time-table superiority and will move at restricted speed expecting to find other trains or engines occupying main track.**

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
Coffeyville Subdiv.....	65	50
Conway Springs Subdiv.:		
Between Dexter and Dearing.....	45	30
Between Dexter and Conway Springs.....	20	20
Arkansas City Subdiv.....	45	30
Roper Subdiv.....	20	20
Wagoner Subdiv:		
Van Buren Yard to Fort Gibson.....	65	50
Fort Gibson to Coffeyville.....	75	50
Van Buren Subdiv.....	65	50
Greenwood Subdiv.:		
Between Greenwood Jct. and north end of Bridge 2 over Arkansas River at Fort Smith.....	65	50
Between Fort Smith and Greenwood.....	35	25
Clarksville Subdiv.....	60	40
Paris Subdiv.:		
Between AC Jct. and Central City.....	40	40
Between Central City and Paris.....	40	35

**3. SPEED RESTRICTIONS: (where maximum speed is less such restrictions will be observed)**

Engines running light in forward movement with or without caboose.....	45	45
Benedict, A. T. & S. F. Crossing.....	40	40
Over electric car lines, until crossing is occupied.....	10	10
Greenwood Subdiv.:		
All trains over Arkansas River Bridge at Ft. Smith.....	10	10
Engines classifying over E 52 must not exceed 5 MPH over Br. No. 2, Arkansas River, at Fort Smith and they must not be double-headed with any engine over this bridge.		
Southward first-class trains into Ft. Smith will head around wye and back into station. All trains run at restricted speed, keeping sharp lookout for such movement.		

Miles Per Hour

	Passenger Trains	Freight Trains
<b>3. SPEED RESTRICTIONS (Continued):</b>		
Where maximum speed will permit engines may be operated at the following speed:		
Missouri Pacific Engines:		
1 to 173.....	60	60
401 to 487.....	45	45
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1715 to 1719.....	50	50
1720 to 1729.....	55	55
2101 to 2125.....	90	90
2201 to 2215.....	90	90
2307 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5502 to 5540.....	80	80
6001.....	90	90
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80
Diesel Engines:		
501 to 508.....	70	70
800 to 815.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 to 7003.....	100	100
7100.....	90	90
9000 to 9012.....	35	35
9102 to 9114.....	35	35
G. C. L. and I. G. N. Engines:		
301 to 360.....	50	50
361 to 389.....	65	65
941 to 948.....	45	45
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9206 (Diesel).....	35	35

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

**Motor Cars:**

- (a) Gas-electric passenger motor cars..... 60 ..
- (b) Brill passenger motor cars with mechanical drive..... 45 ..

**Trains handling:**

Motor Cars, dead in tow.....	50	50
Diesel Engines, dead in tow:		
800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel road engines.....	..	Maximum Permissible Speed

Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars (handle next to caboose).....	..	Maximum Frt. Train Speed.

Wrecking Cranes (Self-propelling).....	..	25
Bridge Derrick Cars (non-revolving), boom connected	..	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Continued):

	<u>Miles Per Hour</u>	
	Passenger	Freight
	Trains	Trains

Trains handling:

Bridge Derrick Cars (non-revolving), boom disconnected.....	Maximum Frt. Train Speed.
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Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge Derrick-Pile Driver (combination machine)...	25
---	----

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling.....	20
---	----

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells.....	20
---------------------------------------	----

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

3. SPEED RESTRICTIONS (Continued):

	<u>Miles Per Hour</u>	
	Passenger	Freight
	Trains	Trains

American Ditchers, loaded on flat cars.....	20
---	----

Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
--	----

Jordan Spreaders and Spreader-Ditchers.....	25
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Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Rail Unloaders.....	Maximum Frt. Train Speed.
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Rail unloaders must have boom disconnected and stored on car.

Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Cranes, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.

Diesel engines (road or switch) for movement dead in tow, must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of Messenger, who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to twenty (20) miles per hour; no restriction when necessary to block other drivers.

Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 miles per hour.

Dead engines with side rods in position, main rods disconnected, 35 miles per hour.

Dead engines moving backward or with part or all side rods down, 15 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour; on Conway Springs, Arkansas City, Roper and Paris Subdivisions and between Ft. Smith and Greenwood, speed must not exceed 15 miles per hour.

Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

## SPECIAL INSTRUCTIONS

**PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS:**

Track Location:

Eastward or Northward					Westward or Southward				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

Coffeyville Subdiv.:

30	334	41	334	31	55	338	20	339	35
55	339	35	338	20	40	340	39	341	34
40	341	34	340	39	55	343	13	344	11
55	344	11	343	13	45	348	20	348	26
45	348	26	348	20	16	356	40	357	37
16	357	37	356	40	55	358	10	358	17
55	358	17	358	10	50	364	21	364	23
50	364	23	364	21	60	371	29	372	6
60	372	6	371	29	50	372	19	372	25
50	372	25	372	19	20	383	36	384	5
20	384	5	383	36	40	384	5	385	0
40	385	0	384	5	60	388	2	388	11
60	388	11	388	2	55	409	20	409	27
55	409	27	409	20	45	418	1	420	0
45	420	0	418	1	55	423	0	423	11
55	423	11	423	0	30	426	10	427	18
30	427	18	426	10	50	427	27	428	22
50	428	22	427	27	40	433	27	434	36
40	434	36	433	27	55	445	3	445	13
55	445	13	445	3	40	448	35	449	11
40	449	11	448	35	55	462	2	462	9
55	462	9	462	2					

Conway Springs Subdiv.:

35	452	25	451	33	35	451	33	452	25
35	463	5	460	32	35	460	32	463	5
35	467	15	464	15	35	464	15	467	15
30	491	15	485	31	30	485	31	491	15
35	495	4	494	31	35	494	31	495	4

Arkansas City Subdiv.:

20	498	18	498	6	20	498	6	498	18
35	506	24	506	15	35	506	15	506	24
35	508	24	508	12	35	508	12	508	24
40	514	13	513	34	40	513	34	514	13
40	516	2	515	30	40	515	30	516	2

Paris Subdiv.:

20	512	11	512	8	20	512	8	512	11
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**PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS:**

Track Location:

Permissible Speed in Miles per hour	Eastward or Northward				Westward or Southward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Wagoner Subdiv.:

30	639	24	640	24	30	640	24	639	24
65	620	5	620	10	65	620	10	620	5
45	618	2	618	29	45	618	29	618	2
55	616	1	616	25	55	616	25	616	1
55	612	16	613	14	55	613	14	612	16
30	609	10	610	10	30	610	10	609	10
55	585	27	586	4	55	586	4	585	27
65	571	20	571	25	65	571	25	571	20
65	568	10	568	20	65	568	20	568	10
45	564	1	564	13	45	564	13	564	1
40	560	23	560	27	40	560	27	560	23
50	559	18	559	28	50	559	28	559	18
50	556	2	556	11	50	556	11	556	2
45	553	23	554	9	45	554	9	553	23
50	552	17	552	29	50	552	29	552	17
50	551	5	551	15	50	551	15	551	5
55	549	22	550	2	55	550	2	549	22
55	544	5	545	4	55	545	4	544	5
60	538	8	538	14	60	538	14	538	8
45	536	1	536	7	45	536	7	536	1
45	534	22	535	2	45	535	2	534	22
60	531	10	531	20	60	531	20	531	10
40	525	17	526	10	40	526	10	525	17
50	516	2	516	16	50	516	16	516	2
45	507	20	507	28	45	507	28	507	20
35	503	2	503	7	35	503	7	503	2
50	502	1	502	23	50	502	23	502	1
55	501	16	501	20	55	501	20	501	16
50	500	4	500	12	50	500	12	500	4
40	497	22	498	38	40	498	38	497	22

Van Buren Subdiv.:

60	490	19	490	26	60	490	26	490	19
50	479	19	479	25	50	479	25	479	19
50	474	10	474	16	50	474	16	474	10
60	473	10	473	23	60	473	23	473	10
45	472	9	472	15	45	472	15	472	9
45	471	20	471	29	45	471	29	471	20
60	470	14	470	21	60	470	21	470	14
55	464	5	464	15	55	464	15	464	5
55	457	16	457	29	55	457	29	457	16
55	448	4	448	13	55	448	13	448	4
55	442	2	442	22	55	442	22	442	2
40	437	19	440	5	40	440	5	437	19
60	435	14	435	20	60	435	20	435	14
50	434	19	434	31	50	434	31	434	19
50	426	27	427	0	50	427	0	426	27
60	423	23	423	31	60	423	31	423	23
60	421	23	422	34	60	422	34	421	23
30	417	0	418	5	30	418	5	417	0
60	414	3	414	12	60	414	12	414	3
55	412	28	412	35	55	412	35	412	28
35	405	23	406	5	35	406	5	405	23
50	395	00	399	1	50	399	1	395	00
30	392	0	392	30	30	392	30	392	0
55	385	21	386	4	55	386	4	385	21
50	381	28	382	2	50	382	2	381	28
50	378	17	378	28	50	378	28	378	17
55	377	8	377	28	55	377	28	377	8
50	376	4	376	19	50	376	19	376	4
30	372	20	374	0	30	374	0	372	20
50	357	15	359	23	50	359	23	357	15
50	348	1	348	18	50	348	18	348	1
					30	346	0	345	30

Clarksville Subdiv.:

45	436	32	437	7	45	437	7	436	32
30	443	15	443	33	30	443	33	443	15
15	447	0	447	7	15	447	7	447	0

Greenwood Subdiv.:

10	507	30	507	18	10	507	18	507	30
20	512	8	512	5	20	512	5	512	8

# LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b> .....	St. Louis, Mo.....	Grand and Shaw.....	{ Grand 0500. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	{ Grand 8040. Main 1000.....	34 Broadview Drive.....	Parkview 0674.
<b>HOSPITAL</b> .....	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.		
★Dr. G. V. Lewis, District Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.....	1801 North Tyler.....	3-2483.
Dr. C. A. Rosenbaum, Assistant to District Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.....	4723 Crestwood.....	3-2442.
Dr. T. Freedman, Visiting Surgeon.....	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.	2201 Battery.....	4-7115.
★Dr. R. R. Means, Division Surgeon.....	Osawatomie, Kan.....	First National Bank Bldg.....	18.....	First Nat. Bank Bldg.....	18.
★Dr. W. L. Speer, Division Surgeon.....	Osawatomie, Kan.....	540 Main.....	193.....	12th & Pacific.....	128.
★★Dr. A. J. Turner.....	Garnett, Kan.....	520 Oak.....	80.....	302 Walnut.....	80.
<b>EMERGENCY STATION</b> .....	Yates Center, Kan.....	106 East Rutledge.....	239.....		
★Dr. A. C. Dingus, Resident Surgeon.....	Yates Center, Kan.....	106 East Rutledge.....	239.....	307 South State.....	258.
★Dr. J. W. McGuire.....	Neodesha, Kan.....	608 Main.....	257.....	623 Indiana.....	273.
★Dr. J. G. Hughbanks, Local & Disp. Surgeon.....	Independence, Kan.....	219 West Myrtle.....	2345.....	620 East Maple.....	2346.
<b>EMERGENCY STATION</b> .....	Coffeyville, Kan.....	{ Coffeyville General Hospital, 209½ West Ninth.....	201.		
★Dr. C. H. Fortner, Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.....	614 Elm.....	571.
★Dr. H. J. Bagby, Division Surgeon.....	Coffeyville, Kan.....	Medical Center 702 Maple.....	552.....	502 Spruce.....	520.
★Dr. E. O. Squires, Asst. Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.....	605 Willow.....	181.
★★Dr. W. F. Coon.....	Caney, Kan.....	200½ West Fourth.....	261.....	101 West Taylor.....	262.
★★Dr. R. S. Edwards.....	Cedarvale, Kan.....	Cedarvale.....	199.....	Cedarvale.....	199.
Dr. E. M. Edwards, Local & Disp. Sur.....	Cedarvale, Kan.....	Cedarvale.....	199.....	Cedarvale.....	199.
★★Dr. E. A. Marrs.....	Sedan, Kan.....	Marr Bldg.....	482.....	Sedan.....	483.
★★Dr. D. J. Moore, Local & Disp. Surgeon.....	Dexter, Kan.....	Dexter.....	82.....	Dexter.....	82.
★★Dr. C. C. Hawke.....	Winfield, Kan.....	State Bank Bldg., 104½ West Ninth.....	292.....	306 West Ninth.....	1095.
<b>EMERGENCY STATION</b> .....	Conway Spgs., Kan.....	Spring and Seventh.....	9-W.		
★Dr. E. A. Evans, Resident Surgeon.....	Conway Spgs., Kan.....	Spring and Seventh.....	9-W.....	South Sixth.....	9-Y.
★Dr. R. C. Young.....	Arkansas City, Kan.....	220 Burford Bldg.....	602.....	F. R. D. No. 4.....	11F2.
Dr. H. M. Stricklen, Local & Disp. Sur.....	Arkansas City, Kan.....	219 Burford Bldg.....	731.....	924 North A.....	136.
★Dr. E. C. Duncan.....	Fredonia, Kan.....	619 Monroe.....	27.....	303 North Eleventh.....	552.
★★Dr. S. A. Lang.....	Nowata, Okla.....	109 North Pine.....	616.....	409 North Pine.....	614.
★Dr. F. A. Anderson.....	Claremore, Okla.....	419½ West Third.....	40.....	306 East Second.....	102.
★Dr. J. H. Plunkett.....	Wagoner, Okla.....	Wagoner Hospital.....	246.....	North Parkinson.....	254.
★★Dr. G. C. Wallis.....	Fort Gibson, Okla.....	Corner Drug Store.....	89.....		83.
★Dr. F. W. Ewing, Local & Disp. Surgeon.....	Muskogee, Okla.....	Surety Bldg.....	738.....	545 North Sixth.....	2342.
★★Dr. J. L. Holcomb, Local & Disp. Sur.....	Vian, Okla.....	Vian.....	53.....	Vian.....	75.
★★Dr. W. H. Newlin, Local & Disp. Sur.....	Sallisaw, Okla.....	Creek & Oak.....	214.....	Oak.....	114.
<b>EMERGENCY STATION</b> .....	Van Buren, Ark.....	822½ Main.....	36.		
★Dr. F. A. Boomer, Resident Surgeon.....	Van Buren, Ark.....	619 Main.....		906 Broadway.....	278.
★Dr. C. B. Dixon, Asst. Surgeon.....	Van Buren, Ark.....	814½ E. Main.....	228.....	715 N. 24th.....	494.
<b>EMERGENCY STATION</b> .....	Ft. Smith, Ark.....	Sparks Memorial Hospital.			
★Dr. C. S. Holt, Division Surgeon.....	Ft. Smith, Ark.....	{ Holt-Krook Clinic, 1425 North Eleventh.....	6175.....	Free Ferry Road.....	6086.
★Dr. F. Krook, Asst. Surgeon.....	Ft. Smith, Ark.....	{ Holt-Krook Clinic, 1425 North Eleventh.....	6175.....	Free Ferry Road.....	3651.
★Dr. C. T. Chamberlain.....	Ft. Smith, Ark.....	{ Holt-Krook Clinic, 1425 North Eleventh.....	6175.....	2701 Herbert.....	7539.
Dr. H. C. Dorsey.....	Ft. Smith, Ark.....	{ Holt-Krook Clinic, 1425 North Eleventh.....	6175.....	201 Belle.....	7467.
★★Dr. B. L. Ware, Local & Disp. Surgeon.....	Greenwood, Ark.....	Greenwood.....	58.....	203 Oak.....	81.
★★Dr. C. W. Hall, Local & Disp. Surgeon.....	Greenwood, Ark.....	Greenwood.....	56.....	Sycamore St.....	3.
★★Dr. O. J. Kirlsey.....	Mulberry, Ark.....	Mulberry.....	35.....	Mulberry.....	135.
★★Dr. W. H. Bollinger.....	Charleston, Ark.....	Charleston.....	454.....	Charleston.....	453.
★Dr. I. H. Jewell, Local & Disp. Sur.....	Paris, Ark.....	First National Bank Bldg.....	8 F-2 and 8 F-3.....	702 North Elm.....	300.
★★Dr. W. H. Gibbons, Local & Disp. Surgeon.....	Ozark, Ark.....	Ozark.....	166.....	Ozark.....	224.
★★Dr. W. C. Porter.....	Ozark, Ark.....	Ozark.....		Ozark.....	
★Dr. J. S. Kolb, Local & Disp. Surgeon.....	Clarksville, Ark.....	114½ South Fulton.....	132.....	121 Rogers.....	65.
★★G. L. Hardgrave.....	Clarksville, Ark.....	801 West Sevier St.....	351W.....		351J.
★★Dr. R. L. Smith.....	Russellville, Ark.....	1806 West Main.....	92.....	203 West Third.....	30.
Dr. L. M. Smith.....	Russellville Ark.....	1806 West Main.....	92.....	422 South Denver.....	594.
★★Dr. E. P. Griffin.....	Atkins, Ark.....	Goodbye Bldg.....		402 Darr.....	178.
★★Dr. H. E. Mobley.....	Morrilton, Ark.....	207 South Moose.....	252.....	404 South Moose.....	60.
★★Dr. J. L. Halbrook, Local & Disp. Surgeon.....	Plumerville, Ark.....	Plumerville.....	35.....	Plumerville.....	551-J1.
★★Dr. C. A. Archer.....	Conway, Ark.....				
★★Dr. C. H. Dickerson.....	Conway, Ark.....	825 Center.....	140.....	1721 Scott.....	1.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.  
 ★★Medical Examiners for Examination only of Maintenance of Way Laborers (Form 339-B, 339-D),  
 and other Applicants not required to take color perception test.

DR. O. B. ZEINERT, Chief Surgeon.