

DIVISION OFFICERS

C. L. CHRISTY.....Superintendent..... Coffeyville, Kan.
F. ROTHROCK.....Trainmaster, Coffeyville,
Conway Springs, Ar-
kansas City and Roper
Subdivs..... Coffeyville, Kan.
C. W. GRAVES.....Trainmaster, Wagoner, Van
Buren, Greenwood, Paris,
and Clarksville Subdivs. Van Buren, Ark.
J. S. SEIFERT.....Asst. Trainmaster..... Ft. Smith, Ark.
J. B. HOBBS.....Road Foreman of Engines. Van Buren, Ark.
J. N. RAY.....Road Foreman of Engines. Coffeyville, Kan.
P. O. BEDGOOD....Division Trainmaster.... Coffeyville, Kan.
F. L. HAYS.....Asst. Chief Dispatcher... Coffeyville, Kan.
R. V. FALKNER....Asst. Chief Dispatcher... Coffeyville, Kan.
H. F. LOGSDON....Asst. Chief Dispatcher... Coffeyville, Kan.
C. A. BRADY.....Dispatcher..... Coffeyville, Kan.
H. P. CAUDELL....Dispatcher..... Coffeyville, Kan.
D. B. DAVIDSON...Dispatcher..... Coffeyville, Kan.
J. F. DODGE.....Dispatcher..... Coffeyville, Kan.
F. M. GONDER.....Dispatcher..... Coffeyville, Kan.
W. R. HARPER....Dispatcher..... Coffeyville, Kan.
A. E. LOYD.....Dispatcher..... Coffeyville, Kan.
G. E. MOORE.....Dispatcher..... Coffeyville, Kan.
F. E. NIGH.....Dispatcher..... Coffeyville, Kan.
A. W. REES.....Dispatcher..... Coffeyville, Kan.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

SOUTHERN KANSAS AND CENTRAL DIVISIONS

TIMETABLE No. 32

Effective 12:01 a. m. Sunday, March 11, 1951

CENTRAL STANDARD TIME

**Superseding Timetable No. 31, dated July 31, 1949,
and all Supplements thereto.**

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 11, THIS
DIVISION, EFFECTIVE MAY 1, 1950.**

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

R. P. HART, Chief Operating Officer.

**L. A. GREGORY, Assistant Chief Operating Officer and
General Superintendent Transportation.**

C. W. PACE, General Manager.

H. E. ROLL, General Superintendent.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.


General Manager

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.

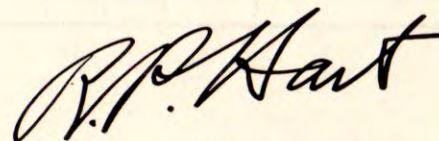
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Osawatomie.....	Cent. Kan.....16	Sou. Kan.....124	Indefinitely	.....	For connection.
".....	Sou. Kan.....117	Cent. Kan.....15	Indefinitely	.....	".....
Durand.....	Wichita.....419	Sou. Kan.....117	4:45 a. m.	44 Min.	For revenue passengers.
".....	".....419	" ".....124	4:45 a. m.	44 Min.	".....
".....	".....419	" ".....124	4:26 a. m.	25 Min.	For mail.
Little Rock.....	Central.....124	Ark.....8 & 220	4:30 p. m.	30 Min.	For revenue passengers.

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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48

STATIONS NOT SHOWN IN TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles from St. Louis	Train Numbers			
Conway Springs Subdiv.:					
Rogers.....	464.61	f719	f720	.....	.....
Whitman.....	531.49	f785	f784	.....	.....
Arkansas City Subdiv.:					
Eschs Spur.....	503.67	f719	f720	.....	.....
Cameron City.....	509.78	f719	f720	.....	.....

EXPLANATION OF CHARACTERS:

- C—Coal
- D—Diesel Fuel Oil.
- n—Northward.
- O—Fuel Oil
- s—Southward.
- T—Turntable.
- W—Water.
- Y—Wye Track.
- §—Track Scales.
- *—Mail Catcher.
- CS—Continuous Train Order Office.
- LS—Limited Train Order Office (Hours of service specified by General 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 on signal to receive or discharge revenue passengers.
- m—Stop to receive or dispatch U. S. Mail.

GREENWOOD SUBDIV.—GREENWOOD JCT. TO GREENWOOD

Station Numbers	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 32 MARCH 11, 1951	TRAINS SOUTHWARD						
			FIRST CLASS			SECOND CLASS			
				117 Passenger	129 Passenger				793 Local Freight Daily Ex. Sunday	787 Local Freight Daily Ex. Sunday	795 Local Freight Daily Ex. Sunday
STATIONS		Daily	Daily						
L 164	503.50	Note 1 (CS.. GREENWOOD JCT... Y 3.79 P.. WEST FT. SMITH, OKLA... 0.73 LS. FORT SMITH, ARK. WY... 1.34 S. L.-S. F. CROSSING... 0.01 K. C. S. CROSSING... 1.17 COLEMAN... 0.25 SUBURBAN JCT... 1.39 AC JCT... 2.53)	6 51AM	8 25PM			12 25AM	5 00AM	7 55AM
LG 4	507.29								
LD 5	508.02		\$ 7 05AM	\$ 8 35PM			12 50	5 30AM	8 15
	509.36								
	509.37								
LG 7	510.54								
	510.79								
LG 9	512.18						1 10		8 25AM
LG 11	514.71								
LG 17	520.77								
LG 23	526.06	LS					2 30AM		
	22.56		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

GREENWOOD SUBDIV.—GREENWOOD TO GREENWOOD JCT.

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 32 MARCH 11, 1951	TRAINS NORTHWARD						
			FIRST CLASS			SECOND CLASS			
				120 Passenger	124 Passenger				794 Local Freight Daily Ex. Sunday	786 Local Freight Daily Ex. Sunday	796 Local Freight Daily Ex. Sunday
STATIONS		Daily	Daily						
70	503.50	Note 1 (CS.. GREENWOOD JCT... Y 3.79 P.. WEST FT. SMITH, OKLA... 0.73 LS. FORT SMITH, ARK. WY... 1.34 S. L.-S. F. CROSSING... 0.01 K. C. S. CROSSING... 1.17 COLEMAN... 0.25 SUBURBAN JCT... 1.39 AC JCT... 2.53)	7 30AM	f 9 05PM			4 35AM	6 15AM	1 15PM
	507.29								
Yd.	508.02		7 20AM	8 55PM			4 20	6 00AM	1 00
	509.36								
	509.37								
	510.54								
	510.79								
	512.18						4 00		12 50PM
	514.71								
25	520.77								
29	526.06	LS					3 00AM		
	22.56		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

Note 1.—Between Greenwood Jct. and Fort Smith, Signal Indication, both Opposing and Following Movements.

COFFEYVILLE SUBDIV.—SOUTHERN KANSAS JCT. TO COFFEYVILLE

Station Numbers	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 32 MARCH 11, 1951	TRAINS SOUTHWARD								
			FIRST CLASS		SECOND CLASS						
			717 Passenger Daily	117 Passenger Daily	161 Red Ball Freight Daily	199 Local Freight Daily Ex. Sunday	175 Red Ball Freight Daily	169 Red Ball Freight Daily	783 Red Ball Freight Daily Ex. Sunday	167 Red Ball Freight Daily	181 Red Ball Freight Daily
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
KANSAS CITY					3 00AM		7 00AM	11 30AM		4 30PM	5 00PM
341	333.17	CS...OSAWATOMIE.CDOTWY§		10 40PM	6 30AM	7 00AM	11 00AM	4 00PM ¹⁹⁸		9 45PM	11 40PM
		1.29									
	334.46	CS...SOU. KAN. JCT.		10 44PM	6 33AM	7 05AM	11 04AM	4 05PM		9 50PM ¹⁷⁰	11 45PM ¹⁸⁰
		7.65									
R 9	342.11	LS...LANE		a 10 52	6 48	7 25	11 13 ¹⁷⁶	4 16		10 02	12 01AM
		6.06									
R 15	348.17	TP...GREELEY		a 10 58	7 00	7 40	11 20	4 30		10 10	12 10
		5.30									
R 20	353.47	P...HECLA		11 03 ¹⁸⁰	7 10	7 50	11 27	4 42		10 17	12 18
		3.97									
	357.44	A. T. & S. F. CROSSING									
		0.17									
R 24	357.61	CS...GARNETT	W	s 11 15	7 30	8 15	11 35	5 00		10 25	12 30
		4.20									
R 29	361.81	P...BIRCH		11 20	7 40	8 30 ¹⁷⁴	11 43	5 20		10 33	12 36
		4.55									
R 33	366.36	P...MONT IDA		11 25	7 50	8 40	11 49	5 30		10 39 ¹⁸⁰	12 42
		5.55									
R 39	371.91	P...DIXON		11 31	8 02 ¹⁷⁴	8 50	11 57AM	5 45		10 49	12 49
		1.76									
R 41	373.67	LS...WESTPHALIA	*	a 11 34		8 55					
		3.79									
R 44	377.46	P...ALICEVILLE	*	11 38	8 15	9 05	12 04PM	6 00 ¹⁶⁸		10 56	12 58
		6.41									
	383.87	P...RO SIDING		11 45	8 25	9 30 ¹⁷⁶	12 12	6 12		11 04	1 08
		0.53									
R 51	384.40	LS...LE ROY	*	a 11 48							
		2.62									
R 54	387.04	CS...MOODY		11 51	8 35	9 40	12 20	6 22		11 10	1 14
		0.02									
	387.06	M.-K.-T. CROSSING									
		4.85									
R 59	391.91	TP...VERNON	*	11 56PM	8 45	9 50	12 26	6 30		11 16	1 22
		3.47									
R 62	395.38	P...KX SIDING		12 01AM	9 00 ¹⁷⁶	10 00	12 30 ¹⁹⁸	6 35		11 20	1 30 ¹⁶⁰
		3.20									
	398.58	WICHITA DIV. CROSSING									
		0.01									
H 85	398.59	CS...DURAND	CWY	s 12 30	9 15	10 20	12 40	6 45		11 30	1 45
		6.70									
R 72	405.29	LS...ROSE	*	12 37	9 26	10 35	12 50	7 05 ¹⁷⁰		11 40	1 55
		5.96									
R 78	411.25	LS...BUFFALO	*	a 12 43 ¹⁶⁰	9 34	10 45	12 59	7 15 ¹⁸⁰		11 49	2 05
		3.91									
R 82	415.16	LS...ROPER	Y	12 47	9 40	11 00 ¹⁹⁸	1 07	7 22		11 57PM	2 12
		2.46									
	417.62	A. T. & S. F. CROSSING									
		0.08									
R 85	417.70	P...BENEDICT	*								
		2.83									
R 88	420.53	P...GUILFORD		12 52	9 53	11 29	1 17	7 32		12 07AM ¹⁶⁰	2 22
		6.71									
R 94	427.24	LS...ALTOONA	*	a 1 00	10 02	11 55AM	1 28	7 45		12 18	2 45 ¹²⁴
		7.58									
R102	434.82	LS...NEODESHA	W	s 1 08	10 15 ¹⁹⁸	12 50PM	1 43	8 00		12 33	3 00
		0.05									
	434.87	S. L.-S. F. CROSSING									
		6.53									
R109	441.40	P...SYCAMORE	*	1 23	10 30	1 00	1 56	8 15		12 46	3 15
		6.97									
	448.37	A. T. & S. F. CROSSING									
		0.23									
	448.60	A. T. & S. F. CROSSING									
		0.51									
R116	449.11	LS...INDEPENDENCE	Y	s 1 35	10 48	1 25	2 11	8 30		1 01	3 45
		4.01									
R120	453.12	P...BLAKE		1 40	10 58	1 31	2 21	8 50		1 11	3 55
		4.42									
R125	457.54	JEFFERSON	*								
		4.93									
R130	462.45	CS...DEARING	*	4 40PM	1 50 ¹²⁴	11 15	1 43	2 40 ¹⁶⁸	9 20	9 00PM	1 23
		5.36									
R135	467.83	LS...COFFEYVILLE.CDOTWY§	s	4 50PM	s 2 20AM	11 50AM	1 55PM	3 00PM	10 00PM	9 15PM	1 40AM ¹²⁴
		134.66		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily

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

Note 1.—Between Sou. Kan. Jct. and Lane, Signal Indication, both Opposing and Following Movements.
Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

COFFEYVILLE SUBDIV.—COFFEYVILLE TO SOUTHERN KANSAS JCT.

Siding Capacity in Cars	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 32 MARCH 11, 1951	TRAINS NORTHWARD									
			FIRST CLASS		SECOND CLASS							
			124 Passenger	718 Passenger	174 Red Ball Freight	176 Red Ball Freight	198 Local Freight	780 Red Ball Freight	168 Red Ball Freight	180 Red Ball Freight	170 Red Ball Freight	160 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily
		KANSAS CITY				3 30PM		2 00AM		1 30AM	8 30AM	
Yd.	333.17	CS... OSAWATOMIE. CDOTWY \$	5 15AM		10 00AM	11 45AM	4 00PM ¹⁶⁹		8 35PM	11 50PM	10 00PM	4 30AM
		1.29										
	334.46	Note 1 CS... SOU. KAN. JCT.	5 10AM		9 50AM	11 40AM	3 55PM		8 30PM	11 45PM ¹⁸¹	9 50PM ¹⁶⁷	4 25AM
		7.65										
83	342.11	LS... LANE. *	a 4 55		9 10	11 13 ¹⁷⁵	3 40		7 20	11 28	9 30	3 55
		6.06										
82	348.17	TP... GRELEY. *	a 4 47		9 00	11 00	3 25		6 58	11 12	9 20	3 42
		5.30										
89	353.47	P... HECLA.	4 40		8 50	10 50	3 10		6 48	11 03 ¹¹⁷	9 10	3 23
		3.97										
	357.44	. A. T. & S. F. CROSSING.										
		0.17										
73	357.61	CS... GARNETT. W	s 4 35		8 40	10 40	3 00		6 40	10 52	9 00	3 12
		4.20										
92	361.81	P... BIRCH.	4 24		8 30 ¹⁹⁹	10 25	2 20		6 28	10 47	8 45	3 05
		4.55										
73	366.36	P... MONT IDA.	4 19		8 15	10 13	2 05		6 20	10 39 ¹⁶⁷	8 35	2 50
		5.55										
91	371.91	P... DIXON.	4 13		8 02 ¹⁶¹	9 57	1 45		6 10	10 32	8 25	2 35
		1.76										
	373.67	LS... WESTPHALIA. *	a 4 10				1 40					
		3.79										
74	377.46	P... ALICEVILLE. *	4 05		7 40	9 44	1 30		6 00 ¹⁶⁹	10 25	8 15	2 25
		6.41										
100	383.87	P... RO SIDING.	3 58		7 28	9 30 ¹⁹⁹	1 15		5 48	10 14	8 05	2 15
		0.53										
	384.40	LS... LE ROY. *	a 3 55				1 10					
		2.62										
80	387.04	CS... MOODY.	3 50		7 20	9 20	1 05		5 40	10 06	7 50	2 03
		0.02										
	387.06	. M.-K.-T. CROSSING.										
		4.85										
73	391.91	TP... VERNON. *	3 45		7 12	9 10	12 55		5 31	9 59	7 40	1 52
		3.47										
73	395.38	P... KX SIDING.	3 41		7 05	9 00 ¹⁶¹	12 30 ¹⁷⁵		5 25	9 53	7 30	1 30 ¹⁸¹
		3.20										
	398.58	. WICHITA DIV. CROSSING.										
		0.01										
n109 s133	398.59	CS... DURAND. CWY	s 3 37		6 55	8 45	12 15PM		5 15	9 45	7 20	1 10
		6.70										
76	405.29	LS... ROSE. *	3 10		6 40	8 30	11 45AM		4 30	7 30	7 05 ¹⁶⁹	12 53
		5.96										
69	411.25	LS... BUFFALO. *	a 3 03		6 28	8 16	11 19		4 15	7 15 ¹⁶⁹	6 56	12 43 ¹¹⁷
		3.91										
100	415.16	LS... ROPER. Y	2 58		6 20	8 10	11 00 ¹⁹⁹		4 05	6 50 ¹⁷⁰	6 50 ¹⁸⁰	12 20
		2.46										
	417.62	. A. T. & S. F. CROSSING.										
		0.08										
	417.70	P... BENEDICT. *										
		2.83										
75	420.53	P... GUILFORD.	2 52		6 05	8 00	10 45		3 50	6 01	6 40	12 07AM ¹⁶⁷
		6.71										
54	427.24	LS... ALTOONA. *	a 2 45 ¹⁸¹		5 50	7 50	10 35		3 35	5 50	6 25	11 55PM
		7.58										
120	434.82	LS... NEODESHA. W	s 2 35		5 35	7 35	10 15 ¹⁶¹		3 20	5 35	6 10	11 40
		0.05										
	434.87	. S. L.-S. F. CROSSING.										
		6.53										
74	441.40	P... SYCAMORE. *	2 18		5 20	7 23	9 40		3 10	4 50	5 55	11 25
		6.97										
	448.37	. A. T. & S. F. CROSSING.										
		0.23										
	448.60	. A. T. & S. F. CROSSING.										
		0.51										
72	449.11	LS... INDEPENDENCE. Y	s 2 10		5 05	7 08	9 20		3 00	4 20	5 40	11 01
		4.01										
70	453.12	P... BLAKE.	2 05		4 55	7 00	8 35		2 53	3 50	5 30	10 50
		4.42										
	457.54	. JEFFERSON. *										
		4.93										
n77 s77	462.45	Note 1 CS... DEARING. *	1 50 ¹¹⁷	s 7 40AM	4 15 ¹⁸¹	6 45	8 05	8 15AM	2 40 ¹⁷⁵	3 30	5 15	10 30
		5.36										
Yd.	467.83	LS... COFFEYVILLE. CDOTWY \$	1 40 ¹⁶⁷	7 30AM	4 00AM	6 30AM	7 55AM	8 05AM	2 20PM	3 15PM	5 00PM	10 15PM
		134.66	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily

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

Note 1.—Between Sou. Kan. Jct. and Lane, Signal Indication, both Opposing and Following Movements.
Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

TIMETABLE
No. 32

MARCH 11, 1951

TRAINS SOUTHWARD

Station Number	Miles from St. Louis (Via North Little Rock)	STATIONS	FIRST CLASS		SECOND CLASS							
			117		167	791	193	191	161	797	175	169
			Passenger		Red Ball Freight	Local Freight	Local Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight
			Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily
R135	663.30	LS.....COFFEYVILLE..... 0.47	2 35AM									
.....	662.83	Note 1 { P.COFFEYVILLE YD., Kan..CDOTWY§ 2.28	2 42		2 15AM			8 00AM	1 10PM ¹⁶⁸		4 00PM ¹⁷⁰	11 00PM
.....	660.55	CS. So.Coffeyville Tower, Okla. {M-K-T, 0.53 Crossing										
L321	660.02	Note 1 { P.SOUTH COFFEYVILLE.. 9.32	2 46		2 20			8 10	1 15		4 05	11 05
L311	650.70	LS.....LENAPAH.....* 5.14	s 2 56		2 33			8 20	1 30		4 18	11 20
L306	645.56	TP.....DELAWARE.....* 5.37	s 3 05		2 40			8 30	1 40		4 25	11 30
L300	640.19	CS.....NOWATA.....W 5.76	s 3 17		2 50			9 45	1 50		4 35	11 40
L294	634.43	P.....WATOVA.....* 6.57	s 3 26		3 00			10 05	2 00		4 45	11 48
L288	627.86	LS.....TALALA.....* 3.71	s 3 35		3 12			10 25	2 15		4 57	11 56PM
L284	624.15	P.....SM SIDING..... 2.04	3 40		3 17			10 35 ¹⁹²	2 20		5 02	12 01AM
L282	622.11	LS.....Oologah.....* 7.11	s 3 44		3 20			10 45	2 25		5 05	1212 ¹²⁴
L275	615.00	P.....SAGEEYAH..... 4.66	3 53		3 32			11 00	2 42 ¹⁷⁰		5 18	12 28
.....	610.34	CLAREMORE TOWER {S. L.-S.F. 0.58 Crossing										
L270	609.76	CS.....CLAREMORE.....Y 4.84	s 4 15 ¹⁷⁶		3 42			11 25AM ¹⁶⁸	2 55		5 30	1235 ¹⁷⁴
L265	604.92	P.....TIAWAH..... 8.01	4 21		3 52 ¹⁷⁶			12 20PM	3 05		5 40	12 55
L257	596.91	LS.....INOLA.....* 8.25	s 4 30		4 04			12 40	3 18		5 50	1 10
L249	588.66	P.....NEODESHA..... 7.10	4 40		4 16			1 00	3 40		6 05	1 25
.....	581.56	CS.WAGONER TOWER {M-K-T 0.07 Crossing										
L242	581.49	WAGONER...CWY§ 8.15	s 5 05		4 30			6 25AM	1 15PM		6 20 ¹⁶⁰	1 45
L233	573.34	CS.....OKAY.....{K.O.&G., 4.66 Crossing	s 5 15 ¹⁶⁷		5 15AM ¹¹⁷			6 45	4 53		7 00PM	2 05
.....	568.68	S. L.-S. F. CROSSING..... 0.70										
L228	567.98	LS.....FORT GIBSON...W* 10.46	s 5 23					7 05	5 05			2 15
L218	557.52	LS.....BRAGGS.....* 6.92	s 5 38					8 25	5 27 ¹⁶⁰			2 32
L211	550.60	P.....BLUFFS..... 4.16	5 45					8 40	5 38			2 40
L206	546.44	LS.....GORE.....* 5.57	s 5 52					9 10 ¹⁶⁸	5 45			2 47
L201	540.87	P.....UPSON..... 3.44	5 59					9 25	5 57			2 58
L197	537.43	LS.....VIAN.....* 7.02	s 6 07					9 42 ¹⁹⁴	6 04			3 04
L190	530.41	P.....ASHBY..... 3.71	6 16					10 05	6 18			3 15
.....	526.70	CS.SALLISAW TOWER {K.C.S. 0.89 Crossing										
L186	525.81	TP.....SALLISAW.....W* 6.08	s 6 22					10 53	6 30			3 25
L180	519.73	P.....HANSON.....* 6.62	6 31					11 10	6 42			3 35
L173	513.11	LS.....MULDROW.....* 4.87	s 6 41					11 30	6 55			3 48
L168	508.24	P.....ROLAND.....* 4.57	f 6 46					11 45	7 05			3 55
L164	503.67	Note 1 { CS..Greenwood Jct., Okla....Y 5.26	{ 6 51 7 30 ¹⁶⁸		6 15AM			11 55AM	7 15	1 15PM		4 05
.....	498.41	S. L.-S.F. CROSSING, ARK. 0.40										
L158	498.01	Note 1 {VAN BUREN..... 0.72	s 7 36 ⁷⁹⁰									
.....	497.29	CS..VAN BUREN YARD..CDOTW§	7 50AM ¹⁹⁴		6 30AM			12 05PM	8 00PM ¹⁷⁴	1 35PM		5 00AM
		166.01	Daily		Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily

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

Note 1.—Between Coffeyville Yd. and South Coffeyville, Signal Indication, both Opposing and Following Movements.
Between Greenwood Jct. and Van Buren Yard, Signal Indication, both Opposing and Following Movements.

WAGONER SUBDIV.—VAN BUREN YARD TO COFFEYVILLE

Siding Capacity In Cars Miles from St. Louis (Via North Little Rock)		TIMETABLE											
		No. 32											
		MARCH 11, 1951											
		STATIONS											
		TRAINS NORTHWARD											
		FIRST CLASS			SECOND CLASS								
		124			792	176	168	192	790	194	170	160	174
		Passenger			Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
		Daily			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sun.	Daily Ex. Sunday	Daily	Daily	Daily
Yd.	663.30	LS.....	COFFEYVILLE										
			0.47										
			s	1									
Yd.	662.83	Note 1	P. COFFEYVILLE YD., Kan. CDOTWY §		1	5	11	12			4	9	2
	660.55		CS. So. Coffeyville Tower Okla. / M.-K.-T. Crossing			35AM	PM	30PM			00PM	00PM	00AM
	660.02		P. SOUTH COFFEYVILLE.....		1	5	12	12			3	8	1
	650.70		LS..... LENAPAH.....*		f	5	12	12			3	8	1
	645.56		TP..... DELAWARE.....*		f	5	12	11			3	8	1
	640.19		CS..... NOWATA.....W		s	5	12	11			3	8	1
	634.43		P..... WATOVA.....*		f	4	12	11			3	8	1
	627.86		LS..... TALALA.....*		f	4	11	10			3	7	1
	624.15		P..... SM SIDING.....			4	11	10			2	7	12
	622.11		LS..... OOLOGAH.....*		f	4	11	10			2	7	12
	615.00		P..... SAGEEYAH.....			4	11	9			2	7	12
	610.34		CLAREMORE TOWER / S.L.-S.F. Crossing										
	609.76		CS..... CLAREMORE.....Y		s	4	11	9			2	7	12
	604.92		P..... TIAWAH.....			3	11	8			2	7	12
	596.91		LS..... INOLA.....*		s	3	11	8			2	7	11
	588.66		P..... NEODESHA.....		f	3	10	7			2	6	11
	581.56		CS. WAGONER TOWER / M.K.T. Crossing										
	581.49		WAGONER..... CWY §		s	3	10	7		11	1	6	11
	573.34		CS..... OKAY..... / K.O.&G. Crossing		f	3	10	10		11	1	5	10
	568.68		S. L.-S. F. CROSSING.....										
	567.98		LS..... FORT GIBSON.....W*		s			9		11		5	10
	557.52		LS..... BRAGGS.....*		s			9		10		5	10
	550.60		P..... BLUFFS.....					9		10		5	9
	546.44		LS..... GORE.....*		s			9		10		5	9
	540.87		P..... UPSON.....					9		9		5	9
	537.43		LS..... VIAN.....*		s			8		9		4	9
	530.41		P..... ASHBY.....					8		9		4	9
	526.70		CS. SALLISAW TOWER / K. C. S. Crossing										
	525.81		TP..... SALLISAW.....W*		s			8		9		4	9
	519.73		P..... HANSON.....*		s			8		8		4	8
	513.11		LS..... MULDROW.....*		s			8		8		4	8
	508.24		P..... ROLAND.....*		f			7		8		4	8
	503.67		CS. Greenwood Jct., Okla. ... Y		f	12	7		7	8		3	8
	498.41		S. L.-S. F. CROSSING, ARK. ...										
Yd.	498.01		VAN BUREN.....		s				7				
Yd.	497.29		CS. VAN BUREN YARD... CDOTW §		s	12	7		7	7		3	8
			166.01		Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sun.	Daily Ex. Sunday	Daily	Daily

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

Note 1.—Between Coffeyville Yd. and South Coffeyville, Signal Indication, both Opposing and Following Movements.
 —Between Greenwood Jct. and Van Buren Yard, Signal Indication both Opposing and Following Movements.

8 VAN BUREN SUBDIV.-BETWEEN VAN BUREN YARD AND NORTH LITTLE ROCK

TRAINS SOUTHWARD				STATION NUMBERS Miles from St. Louis (Via North Little Rock)		TRAINS NORTHWARD						
SECOND CLASS			FIRST CLASS			FIRST CLASS	SECOND CLASS					
161 Red Ball Freight Daily	169 Red Ball Freight Daily	197 Local Freight Daily Ex. Sunday	117 Passenger Daily			TIMETABLE No. 32 MARCH 11, 1951		124 Passenger Daily	168 Red Ball Freight Daily	190 Local Freight Daily Ex. Sunday	174 Red Ball Freight Daily	160 Red Ball Freight Daily
STATIONS												
9 15PM	8 10AM	5 30AM	8 00AM	L158	497.29	CS. VAN BUREN YARD. CDOTW	Yd.	8 00PM	6 40AM	2 45PM	5 15PM	3 10AM
9 35	8 25	5 43	s 8 12	L149	489.45	LS.....ALMA.....*	75	f 7 44	6 05	2 30	4 52	2 45
9 45	8 35	5 55 ¹⁶⁸	8 17	L145	484.65	P.....DYER.....*	90	m 7 36	5 55 ¹⁹⁷	2 15	4 44	2 35
		6 04		L140	479.79	TP.....MULBERRY.....*		f 7 28		2 05		
10 05	8 55	6 11	8 27	L136	475.51	P.....KD SIDING.....	94	7 22	5 35	1 55	4 30	2 05
10 15	9 05	6 19	8 34	L130	470.00	P.....POPING.....	131	7 15	5 25	1 45	4 20	1 55
10 25	9 13	7 00	s 8 43	L125	464.81	LS.....OZARK.....*	78	s 7 07	5 15	1 35	4 10	1 45
10 45	9 30	7 11	a 8 53	L119	456.59	LS.....ALIX.....WY	125	a 6 54	5 01	1 15	3 55	1 30
11 05	9 47	7 20	f 9 03	L112	449.31	LS.....HARTMAN.....*	91	6 46	4 49	12 55	3 44	1 15
				L107	445.12	MONTANA.....*		m 6 42				
11 20	9 58	7 29	9 12	L105	443.02	LS.....SPADRA.....Y	90	m 6 36	4 39	12 35	3 35	12 56
11 21	9 59	7 30AM	9 13AM		442.57	P.....AA JCT.....		6 35PM	4 38	12 20PM	3 34	12 55
		Via Clarksville Subdiv.	Via Clarksville Subdiv.						Via Clarksville Subdiv.			
11 40	10 10	7 55AM	9 32AM	L 93	435.85	P.....BB JCT.....		6 11PM	4 19	11 59AM	3 21	12 35
11 45PM	10 16	8 00	9 37	L 91	433.54	P.....KNOXVILLE.....*	91	6 07	4 15	11 55	3 18	12 30
1215AM ¹⁶⁰	10 28	8 10	9 44	L 85	427.85	P.....SCOTIA.....	90	6 00	4 08	11 45	3 10	1215AM ¹⁶¹
				L 82	425.46	LONDON.....*		m 5 57		11 40		
12 45	1100 ¹⁹⁰	1000 ¹¹⁷	s 1000 ¹⁹⁷	L 75	417.77	LS.....RUSSELLVILLE. CWY	118	s 5 46	3 52	1100 ¹⁶⁹	2 55	11 55PM
					417.60	D. & R. CONNECTION.....				10 25		
				L 69	412.09	POTTSVILLE.....				10 20 ¹⁹⁷		
1 05	11 15	1020 ¹⁹⁰	1010 ¹⁹⁰	L 68	410.70	P.....WORTHEN.....	141	5 29	3 32	1010 ¹¹⁷	2 32	11 30
1 15	11 25	10 45	s 10 20	L 63	405.85	LS.....ATKINS.....*	54	s 5 21	3 25	9 52	2 25	11 20
1 25	11 35	11 00	10 27	L 57	400.09	P.....BLACKVILLE.....*	90	5 14	3 15	9 42	2 15	11 10
1 40	11 50AM	11 18	s 10 40	L 50	392.53	LS.....MORRILTON.....	90	s 5 04	3 00	9 32	2 00	10 55
				L 44	386.80	TP.....PLUMERVILLE.....*						
2 05	12 11PM	11 35AM	10 52	L 38	381.39	P.....MENIFEE.....*	91	4 53	2 45	9 05	1 45	10 36
				L 36	378.82	P.....GLEASON.....W						
2 30 ¹⁶⁸	12 40	12 01PM	s 11 10	L 30	373.14	CS.....CONWAY.....	144	s 4 42	2 30 ¹⁶¹	7 55	1 25	10 21
2 50	1 00 ¹⁷⁴	12 25	11 22	L 21	363.65	P.....MAYFLOWER.....*	90	4 28	2 07	7 32	1 00 ¹⁶⁹	10 06
				L 17	359.82	P.....PALARM.....						
				L 13	356.29	P.....WEST MARCHE.....						
3 17	1 20	1245 ¹⁷⁴	11 36	L 10	353.30	P.....MARCHE.....	92	4 16	1 47	7 08	1245 ¹⁹⁷	9 46
3 32	1 35	1 00	11 45		346.01	P.....JK JCT.....		4 08	1 35	6 50	12 35	9 35
				L 3	345.73	LEVY.....*				6 49		
					345.63	MILITARY JCT.....						
4 00	2 04		11 49		344.26	P.....XO JCT.....		4 04	1 31	6 46	12 31	9 31
5 00AM	4 00PM	2 30PM		X344	344.22	CS. NORTH LITTLE ROCK. CDOTW	Yd.		1 30AM	6 45AM	12 30PM	9 30PM
			11 50AM		344.35	Central Division Jct.....		4 03PM				
			11 59AM	X346	345.68	LITTLE ROCK.....		4 00PM				
Daily	Daily	Daily Ex. Sunday	Daily			Passenger (to Little Rock) . . . 155.06		Daily	Daily	Daily Ex. Sunday	Daily	Daily
						Freight (to No. Little Rock) . . 153.60						

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.

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

Note 1.—Between JK Jct. and XO Jct., Signal Indication with Current of Traffic.

Note 2.—Between XO Jct. and Central Division Jct. Signal Indication, both Opposing and Following Movements.

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

9

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 32 MARCH 11, 1951	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS			
197 Local Freight		117 Passenger						124 Passenger			
Daily Ex. Sunday		Daily		STATIONS				Daily			
	7 30AM		9 13AM	447.25	P.....	AA JCT.....			6 35PM		
	7 40		9 17	443.74	LS.....	CLARKSVILLE.....	L101	13	6 30		
	7 50		9 27	438.37	LS.....	LAMAR.....*	L 95	38	6 18		
	7 55AM		9 32AM	435.85	P.....	BB JCT.....	L 93		6 11PM		
	Daily Ex. Sunday		Daily			11.40			Daily		

ROPER SUBDIV.—BETWEEN ROPER AND FREDONIA

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIMETABLE No. 32 MARCH 11, 1951	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
799 Local Freight								798 Local Freight			
Daily Ex. Sunday				STATIONS				Daily Ex. Sunday			
			5 30PM	415.16	LS.....	ROPER.....Y	R 82		5 10PM		
			5 50	420.98		SEXTON.....	RC 6		4 50		
				425.33		A. T. & S. F. CROSSING.....					
			6 10PM	426.58	LS.....	FREDONIA.....§	RC12	24	4 30PM		
	Daily Ex. Sunday		Daily			11.42			Daily Ex. Sunday		

PARIS SUBDIV.—BETWEEN AC JCT. AND PARIS

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 32 MARCH 11, 1951	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
795 Local Freight								796 Local Freight			
Daily Ex. Sunday				STATIONS				Daily Ex. Sunday			
			8 25AM	512.18	P.....	AC JCT.....	LG 9		12 50PM		
			8 40	512.82	LS..	SOUTH FORT SMITH.....	LD10	15	12 45		
			8 48	515.65		KK SIDING.....	LD13	50	12 38		
			8 55	518.14		BARLING.....	LD16	15	12 30		
			9 00	519.42	LS..	CAMP CHAFFEE.....WY	LD17	43	12 25		
			9 20	526.18	P.....	LAVACA.....	LD24		12 10PM		
			9 35	530.96		URSULA.....	LD29	5	11 55AM		
			9 50	535.30	LS.....	CHARLESTON.....	LD33	9	11 45		
			9 55	536.06	P.....	THESSING.....		37	11 42		
			10 05	540.08		BRANCH.....	LD38	6	11 32		
			10 15	544.16	P.....	RATCLIFF.....	LD42		11 22		
			10 30	549.46	P.....	HAMILTON MINE.....		37	11 10		
			10 40AM	553.11	LS.....	PARIS.....CWY§	LD51	Yd.	11 00AM		
	Daily Ex. Sunday		Daily			40.93			Daily Ex. Sunday		

Mileage 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)	TIMETABLE No. 32 MARCH 11, 1951	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
785 Local Freight	781 Red Ball Freight	719 Passenger						720 Passenger		784 Local Freight	782 Red Ball Freight
Daily Ex. Saturday	Daily Ex. Sunday	Daily		STATIONS		Daily	Daily Ex. Saturday	Daily Ex. Sunday			
	8 15AM	s 7 40AM	428.71	CS.....	DEARING	R 130	77	s 4 40PM		9 00PM	
	8 35	s 7 53	435.15		TYRO	NL 12	21	s 4 28		8 25	
	9 00	s 8 05	442.13	LS.....	CANEY	NL 19	24	s 4 15		8 00	
			442.27		A. T. & S. F. CROSSING						
	9 20	s 8 15	447.78	P.....	NIOTAZE	NL 24	8	s 4 02		7 40	
	9 40	s 8 25	453.25		PERU	NL 30	30	s 3 52		7 25	
	10 15	s 8 37	458.92	LS.....	SEDAN	NL 36	17	s 3 42		7 10	
	10 35	f 8 54	467.77	P.....	GIBBS	NL 44	9	f 3 21		6 40	
	10 55	s 9 04	472.42		WAUNETA	NL 49	18	f 3 11		6 30	
		f 9 09	474.73	P.....	LAYTON	NL 51	11	f 3 06			
	11 50	s 9 23	480.99	LS.....	CEDARVALE	NL 58	46	s 2 55		6 00	
	11 59AM	f 9 30	484.89	P.....	TAUSSIG	NL 62	21	f 2 45		5 50	
	12 30PM	f 9 45	490.83	LS.....	HOOSER	NL 68	28	f 2 35		5 35	
10 15AM	1 30	s 10 00	497.71	LS.....	DEXTER	NL 74	41	s 2 20	12 30PM	5 05	
10 17	1 32PM	10 01AM	498.12	P.....	DEXTER JCT.	NL 75		2 17PM	12 17	5 00PM	
10 34			503.71		EATON	NL 80	28		12 01PM		
10 49			508.70		TISDALE	NL 85	12		11 47AM		
1117AM ⁷⁸⁴			517.25	LS.....	WINFIELD	NL 94			1117 ⁷⁸⁵		
			517.55		S. L.-S. F. CROSSING						
			517.56		A. T. & S. F. CROSSING						
			518.68		A. T. & S. F. CROSSING						
12 20PM			527.18		OXFORD	NL104	24		10 40		
			537.61		M. V. CROSSING						
1 15			537.94		BELLE PLAINE	NL115	24		10 05		
			538.68		A. T. & S. F. CROSSING						
1 40			544.40		RIVERDALE	NL121			9 45		
			544.53		C. R. I. & P. CROSSING						
2 10			552.24		ANSON	NL129	20		9 20		
2 40PM			558.73	LS.....	CONWAY SPRINGS	NL135	28		9 00AM		
Daily Ex. Saturday	Daily Ex. Sunday	Daily	130.02					Daily	Daily Ex. Saturday	Daily Ex. Sunday	

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

TRAINS WESTWARD				Miles from St. Louis (Via Nevada)	TIMETABLE No. 32 MARCH 11, 1951	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
781 Red Ball Freight		719 Passenger						720 Passenger		782 Red Ball Freight	
Daily Ex. Sunday		Daily		STATIONS		Daily	Daily Ex. Sunday				
	1 32PM	10 01AM	498.12	P.....	DEXTER JCT.	NL 75		2 17PM	5 00PM		
200 ⁷²⁰		f 10 18	506.85	P.....	VINTON	NB 9	46	f 200 ⁷⁸¹	4 40		
2 20		s 10 30	513.50	LS.....	SILVERDALE	NB15	37	s 1 49	4 25		
2 30		10 36	517.33	P.....	CORLETT	NB19	46	1 40	4 16		
			522.58		A. T. & S. F. CROSSING						
2 40		10 48	522.59		MIDLAND VALLEY JCT.			1 31	4 02		
	2 50PM	s 10 50AM	522.90	LS.....	ARKANSAS CITY	NB25	Yd.	1 30PM	4 00PM		
Daily Ex. Sunday		Daily	24.78					Daily	Daily Ex. Sunday		

Mileage from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.
Southern Kansas & Central Divisions (32)

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

- Paris Subdiv.: No. 795 is superior to No. 796.
- Greenwood Subdiv.: No. 793 is superior to No. 794.
- Greenwood Subdiv.: No. 795 is superior to No. 796.
- Conway Springs Subdiv.: No. 781 is superior to No. 782.
- Arkansas City Subdiv.: No. 781 is superior to No. 782.

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.; and
- Mile Post 442, pole 2 Caney, Kans. and Mile Post 442, pole 22, Mile Post 521 and Arkansas City Passenger Station,

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

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER it will govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

- CONSIST "A"..... Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.
- CONSIST "B"..... Engines other than Diesel with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

	Miles Per Hour	
	Consist "A"	Consist "B"
Coffeyville Subdiv.....	50	65
Conway Springs Subdiv.:		
Between Dexter and Dearing.....	30	45
Between Dexter and Belle Plaine.....	30	30
Between Belle Plaine and Conway Springs.....	20	20
Arkansas City Subdiv.....	30	45
Roper Subdiv.....	30	30
Wagoner Subdiv.:		
Between Van Buren Yard and Fort Gibson.....	50	65
Between Fort Gibson and Coffeyville.....	50	75
Van Buren Subdiv.:		
Between North Little Rock and JK Jct.....	50	65
Between JK Jct. and BB Jct.....	50	70
Between BB Jct. and Van Buren Yard.....	50	65
Greenwood Subdiv.:		
Between Greenwood Jct. and north end of Bridge 2 over Arkansas River at Fort Smith.....	50	65
Between Fort Smith and Greenwood.....	25	35
Clarksville Subdiv.....	40	59
Paris Subdiv.:		
Between AC Jct. and Camp Chaffee.....	40	40
Between Camp Chaffee and Paris.....	35	40

2-B. MAXIMUM ENGINE SPEED: (Where Maximum train speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

2-B. Continued:

MISSOURI PACIFIC ENGINES

Steam	MPH	Steam	MPH	Diesel	MPH
1 to 173.....	60	2103 to 2115.....	90	4104 to 4196.....	65
301 to 389.....	50	2201 to 2215.....	90	7000 to 7021.....	98
402 to 486.....	45	2321 to 2389.....	55	7100.....	90
943 to 945.....	45	5308 to 5316.....	80	8001 to 8018.....	98
1011 to 1030.....	55	5321 to 5327.....	90	9000 to 9022.....	35
1031 to 1073.....	53	5335 to 5344.....	80	9102 to 9191.....	35
1101 to 1110.....	55	6001.....	90	9200 to 9219.....	35
1111 to 1125.....	63	6401 to 6444.....	80		
1151 to 1161.....	80	6501 to 6512.....	70		
1201 to 1280:		6602 to 6629.....	80		
Psg. Service.....	55	9301 to 9320.....	25		
Frt. Service.....	63	9414 to 9468.....	25		
1301 to 1325:		9601 to 9610.....	25		
Psg. Service.....	55	9701 to 9785.....	25		
Frt. Service.....	63				
1403 to 1571:		Diesel	MPH		
Psg. Service.....	55	201 to 208.....	65		
Frt. Service.....	63	301 to 344.....	65		
1701 to 1714.....	55	501 to 626.....	65		
1715 to 1719.....	50	801 to 815.....	30		
1720 to 1729.....	63	4100 to 4101.....	35		
1803 to 1817.....	45	4102 to 4103.....	75		

T&P

DIESEL ENGINES

- 1100 to 1118..... 65
- 1500 to 1557..... 65
- 2000 to 2009..... 98

Motor Cars:

- Gas electric passenger..... 60
- Passenger Motor Car No. 670, with mechanical drive..... 70

3. SPEED RESTRICTIONS: (Where maximum train speed is LOWER, it will govern).

Miles Per Hour

3-A. Engines Light Moving Forward:

Steam road engines, running light in forward movement, with or without caboose.....	45
Diesel engines, freight and passenger, running light in forward movement, with or without caboose.....	Maximum train speed

3-B. Engines Running Backwards With or Without Cars:

Van Buren, Wagoner, Coffeyville and Clarksville Subdivs. and between Greenwood Jct. and Ft. Smith.....	25
Conway Springs, Arkansas City, Roper and Paris Subdivs. and between Ft. Smith and Greenwood.....	15

Engines not equipped with engine trucks must be moved tender forward in road movement.

3-C. Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30

(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).

Miles Per Hour

3-D. Specific Locations Where Speed is Restricted:

	Consist "A"	Consist "B"
Coffeyville Subdiv.:		
Engines classifying over E-54 must not exceed speed of 25 MPH over bridge No. 99, Cedar Creek, MP 364, pole 22.		
Conway Springs Subdiv.:		
Engines classifying E-50 or more must not exceed 15 MPH over Bridge No. 86, MP 443 pole 13, Bridge No. 146, MP 473, and must not exceed 25 MPH over Bridge No. 108, MP 453 pole 28, Bridge No. 154, MP 478 pole 19, Bridge No. 162, MP 482 pole 31.		

SPECIAL INSTRUCTIONS

3-D. Specific Locations Where Speed is Restricted
—Continued:

Miles Per Hour	
Consist "A"	Consist "B"
10	10

Greenwood Subdiv.:
All trains over Arkansas River Bridge at Ft. Smith Engines classifying over E-52 must not exceed 5 MPH over bridge 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.

Van Buren Subdiv.:
Between Military Jct. and End of Track, Camp Joseph T. Robinson Spur, trains and engines will be governed by permanent speed restriction signs.

Ozark, Philpot Lead..... 15 15

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

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

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	40	343	13	344	11
55	344	11	343	13	55	348	20	348	26
45	348	26	348	20	45	356	40	357	37
16	357	37	356	40	16	358	10	358	17
55	358	17	358	10	55	371	29	372	6
60	372	6	371	29	60	372	19	372	25
50	372	25	372	19	50	383	36	384	5
20	384	5	383	36	20	384	5	385	0
40	385	0	384	5	40	388	2	388	11
60	388	11	388	2	60	409	20	409	27
55	409	27	409	20	55	418	1	418	20
55	418	20	418	1	55	419	12	420	0
60	420	0	419	12	60	423	0	423	11
55	423	11	423	0	55	426	10	427	18
30	427	18	426	10	30	427	27	428	22
50	428	22	427	27	50	433	27	434	11
40	434	33	433	27	40	434	11	434	31
20	435	9	434	36	20	445	3	445	13
55	445	13	445	3	55	448	14	449	11
20	449	11	448	14	40	462	2	462	9
55	462	9	462	2	55				

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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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.:

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

3-D. Concluded:

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	2	620	11	65	620	11	620	2
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
70	585	27	586	4	70	586	4	585	27
65	571	16	571	24	65	571	24	571	16
65	568	8	568	15	65	568	15	568	8
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
55	464	5	464	15	55	464	15	464	5
55	448	4	448	13	55	448	13	448	4
55	442	2	442	22	55	442	22	442	02
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
65	425	14	425	24	65	425	24	425	14
60	421	23	423	0	60	423	0	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
65	394	29	395	8	65	395	8	394	29
30	392	0	392	30	30	392	30	392	0
60	386	4	387	15	60	387	15	386	4
55	385	8	386	4	55	386	4	385	8
65	383	4	383	7	65	383	7	383	4
50	381	28	382	2	50	382	2	381	28
65	380	0	380	11	65	380	11	380	0
50	378	17	378	28	50	378	28	378	15
55	377	8	377	28	55	377	28	377	8
50	376	4	376	19	50	376	19	376	4
60	375	20	375	27	60	375	27	375	20
30	372	20	374	0	30	374	0	372	20
60	359	25	360	5	60	360	5	359	25
25	359	10	359	25	25	359	25	359	10
50	357	15	359	10	50	359	10	357	15
55	347	16	348	18	55	348	18	347	16
					30	346	0	345	30

3-E. Trains handling Disabled Engines and Engines in Tow:	<u>Miles Per Hour</u>
Diesel Engines and Motor Cars dead in tow:	
Road or Switch, with trucks and traction motors in good running condition.....	Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)
Road or Switch, with trucks or parts of same not in good running condition.....	As Authorized By Superintendent
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. Messenger will be provided at the discretion of Superintendent or Master Mechanic.	
Steam Engines dead in tow or disabled under steam:	
With side rods in position, main rods disconnected.....	35
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 the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40
Moving backward in tow (Side rods in position):	
Conway Springs, Arkansas City, Roper and Paris Subdivs. and between Ft. Smith and Greenwood.....	15
Other Subdivisions....	25
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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
Disabled Engines:	
With all or part of side rods down.....	15
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
With flat spot 3" or more on driving tires, MAINTAIN SPEED	20
3-F. Trains handling Work Equipment, Derricks, Cranes, etc.:	
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving) boom connected.....	30
Bridge derrick cars (non-revolving) 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 nor 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.	

3-F. Trains handling Work Equipment, Derricks, Cranes, etc.—Concluded:	<u>Miles Per Hour</u>																								
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).....	25																								
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. Side rods and cranks must be removed from trucks.																									
Locomotive Cranes or Clam Shells.....	25																								
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.																									
American Ditchers, loaded on flat cars.....	25																								
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	25																								
Jordan Spreaders and Spreader-Ditchers.....	25																								
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.																									
Note.—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment, must be restricted to five miles per hour less than such maximum freight train speed.																									
Wrecking Cranes (self-propelling):																									
The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:																									
	<table border="0"> <tr> <td style="text-align: center;">Maximum Freight Train Speed</td> <td style="text-align: center;">Permissible Speed When Handling Self-propelled Wrecking Cranes</td> </tr> <tr> <td style="text-align: center;">MPH</td> <td style="text-align: center;">MPH</td> </tr> <tr> <td style="text-align: center;">15</td> <td style="text-align: center;">10</td> </tr> <tr> <td style="text-align: center;">20</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">25</td> <td style="text-align: center;">15</td> </tr> <tr> <td style="text-align: center;">30</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">35</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">40</td> <td style="text-align: center;">25</td> </tr> <tr> <td style="text-align: center;">45</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">49</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">30</td> </tr> <tr> <td style="text-align: center;">55</td> <td style="text-align: center;">35</td> </tr> </table>	Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes	MPH	MPH	15	10	20	15	25	15	30	20	35	20	40	25	45	30	49	30	50	30	55	35
Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes																								
MPH	MPH																								
15	10																								
20	15																								
25	15																								
30	20																								
35	20																								
40	25																								
45	30																								
49	30																								
50	30																								
55	35																								
Rail Unloaders.....	Maximum Train Speed Consist "A"																								
Rail unloaders must have boom disconnected and stored on car.																									
Scale Test Cars must be handled next to caboose.....	Maximum Train Speed Consist "A"																								

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	Grand 0500. Main 1000.		
HOSPITAL	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221		
★ Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	1110 Cumberland	6-1515.
★ Dr. L. G. Holt, Assistant District Surgeon	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	2018 Wolfe	5-8693.
★ Dr. S. C. Fulmer, Physician In Charge	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	120 Rice	20-1183.
Dr. C. H. Johnson	Osawatomie, Kan.	First National Bank Bldg.	18	1009 Main	737.
★ Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	540 Main	193	12th & Pacific	123.
★ Dr. A. J. Turner	Garnett, Kan.	520 Oak	80	302 Walnut	80.
EMERGENCY STATION	Yates Center, Kan.	106 East Rutledge	239		
★ Dr. A. C. Dingus, Resident Surgeon	Yates Center, Kan.	106 East Rutledge	239	307 South State	253.
★ Dr. J. W. McGuire	Neodesha, Kan.	608 Main	257	623 Indiana	273.
★ Dr. C. E. Stevenson	Neodesha, Kan.	106 South Fifth	623	901 Iowa	364
★ Dr. J. G. Hughbanks, Local & Disp. Surgeon	Independence, Kan.	219 West Myrtle	2345	620 East Maple	2346
EMERGENCY STATION	Coffeyville, Kan.	Coffeyville Medical Center	552		
★ Dr. H. J. Bagby, Division Surgeon	Coffeyville, Kan.	702 Maple	20	502 Spruce	520.
★ Dr. J. F. Coyle, Division Surgeon	Coffeyville, Kan.	205 West Seventh	273	602 Elm	664.
★ Dr. E. O. Squires, Asst. Division Surgeon	Coffeyville, Kan.	201½ West Ninth	2612	605 Willow	181.
★ Dr. A. E. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	286 3700	608 Highland	2775.
★ Dr. W. F. Coon	Caney, Kan.	200½ West Fourth	261	101 West Taylor	262.
Dr. W. K. Walker, Local Surgeon	Cedarvale, Kan.	Cedarvale	30	Cedarvale	135.
★ Dr. E. A. Marrs	Sedan, Kan.	Marr Bldg.	482	Sedan	483.
★ Dr. C. C. Hawke	Winfield, Kan.	State Bank Bldg., 104½ West Ninth	292	306 West Ninth	1095.
EMERGENCY STATION	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. F. D. Evans	Conway Spgs., Kan.	Spring and Seventh	9-W		
★ Dr. R. C. Young	Arkansas City, Kan.	220 Burford Bldg.	692	R. F. D. No. 4	11F2.
★ Dr. W. G. Weston	Arkansas City, Kan.	507 AC Office Bldg.	93	Circle Drive	18W
★ Dr. R. F. Morton	Arkansas City, Kan.	Ark. City Clinic	192	926 North Summit	3354.
★ Dr. E. C. Duncan	Fredonia, Kan.	619 Monroe	27	302 North Eleventh	552.
★ Dr. S. A. Lang	Nowata, Okla.	109 North Pine	616	409 North Pine	614.
★ Dr. P. S. Anderson	Claremore, Okla.	417½ West Third	40	122 East Fifth	70.
★ Dr. J. H. Plunkett	Wagoner, Okla.	Wagoner Hospital	246	North Parkinson	254.
★ Dr. E. A. Jones, Local Surgeon	Wagoner, Okla.	Box 577	349	616 No. State	446.
★ Dr. G. C. Wallis	Port 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	71	Vian	75.
★ Dr. S. S. Kirkland, Local Surgeon	Sallisaw, Okla.		214		222.
EMERGENCY STATION	Van Buren, Ark.	822½ Main	36		
★ Dr. C. B. Dixon, Asst. Surgeon	Van Buren, Ark.	814½ East Main	228	1200 Cherry	494.
★ Dr. R. Cowan	Van Buren, Ark.	814½ East Main	234	100 Cane Hill	560-W
EMERGENCY STATION	Ft. Smith, Ark.	Sparks Memorial Hospital.			
★ Dr. F. H. Krock, Division Surgeon	Ft. Smith, Ark.	Holt-Krock Clinic, 1425 North Eleventh	6175	3700 Free Ferry Road	4832.
★ Dr. R. E. Crigler	Ft. Smith, Ark.	Holt-Krock Clinic, 1425 North Eleventh	6175	1328 Bluff	8048.
★ Dr. C. T. Chamberlain	Ft. Smith, Ark.	Holt-Krock Clinic, 1425 North Eleventh	6175	2701 Herbert	7539.
Dr. H. C. Dorsey	Ft. Smith, Ark.	Holt-Krock Clinic, 1425 North Eleventh	6175	301 Belle	7467
Dr. J. D. Olson	Ft. Smith, Ark.	Holt-Krock Clinic, 1425 North Eleventh	24029	310 Belle	4180
★ Dr. C. W. Hall, Local & Disp. Surgeon	Greenwood, Ark.	Greenwood	56	Sycamore	3.
★ Dr. O. J. Kirksey	Mulberry, Ark.	Mulberry	35	Mulberry	135.
★ Dr. W. H. Bollinger	Charleston, Ark.		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	324.
★ Dr. C. C. Long, Jr., Local & Disp. Surgeon	Ozark, Ark.	Ozark	130	503 West Main	53.
★ Dr. W. C. Porter, Local & Disp. Surgeon	Ozark, Ark.	Ozark		Ozark	128.
★ Dr. E. W. Pillstrom	Ozark, Ark.	Ozark & Altus	10 and 21	Altus, Ark.	59
★ Dr. J. M. Kolb, Local & Disp. Surgeon	Clarksville, Ark.	114½ South Fulton	132	121 Rogers	65.
★ Dr. G. L. Hardgrave	Clarksville, Ark.	801 West Sevier	351W		351J
★ Dr. R. L. Smith	Russellville, Ark.	1806 West Main	92	203 West Third	30.
★ Dr. W. O. Young	Russellville, Ark.	213 South Denver	164	1320 North Ark.	79.
★ Dr. E. P. Griffin	Atkins, Ark.	Goodbey Bldg.	150	402 Darr	7.
★ Dr. H. E. Mobley	Morrilton, Ark.	207 South Moose	252	404 South Moose	60.
★ Dr. C. H. Dickerson	Conway, Ark.	825 Center	140	1721 Scott	1.
★ Dr. E. L. Dunaway	Conway, Ark.	Halter Bldg.	942	1716 Scott	888.

★ Medical Examiners for Examination of all Applicants.
 ★★ Medical Examiners for Examination of Applicants not required to take color perception test.

Dr. O. B. ZEINERT, Chief Surgeon