

APPROVED

**DIVISION OFFICERS**

- H. B. DAVIS.....Superintendent.....Wichita, Kan.
- W. H. PELTON.....Trainmaster, Coffeyville,  
Conway Springs,  
Arkansas City and  
Roper Subdivs.....Coffeyville, Kan.
- E. J. DRIMMEL....Trainmaster, Wagoner, Paris,  
Van Buren, Greenwood  
and Clarksville Subdivs..Van Buren, Ark.
- M. G. JACKSON...Trainmaster, Hutchinson,  
Wichita, Larned, Hardtner,  
Iuka and McPherson  
Subdivs.....Wichita, Kan.
- H. H. GUDGER.....Assistant Trainmaster..Yates Center, Kan.
- W. A. WILSON.....Assistant Trainmaster.....Van Buren, Ark.
- W. R. HENEGAR...Road Foreman of Engines...Wichita, Kan.
- R. R. OVERFELT...Road Foreman of Engines..Van Buren, Ark.
- R. V. FALKNER....Division Trainmaster, Paris,  
Van Buren, Greenwood,  
Wagoner, Clarksville,  
Arkansas City, Roper and  
Conway Springs (between  
Dearing and Winfield)  
Subdivs.....Coffeyville, Kan.
- J. C. McVEY.....Division Trainmaster, Larned,  
Wichita, Hutchinson, Iuka,  
Hardtner, McPherson  
Coffeyville and  
Conway Springs  
(between Oxford and  
Conway Springs) Subdivs..Wichita, Kan.

**SAFETY FIRST**



**MISSOURI PACIFIC  
RAILROAD COMPANY**

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**CENTRAL DIVISION**

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**TIMETABLE  
No. 1**

**Effective 12:01 a. m. Thursday, May 1, 1958**

CENTRAL STANDARD TIME

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Superseding Southern Kansas and Central Divisions  
Timetable No. 35, effective July 22, 1956, Wichita  
Divn. Timetable No. 67, effective Aug. 1, 1957,  
and all Supplements thereto.

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF WICHITA DIV. SPECIAL INSTRUCTIONS  
NO. 10, EFFECTIVE AUGUST 15, 1954, AND COPY  
OF SOUTHERN KANSAS AND CENTRAL DIVNS.,  
SPECIAL INSTRUCTIONS NO. 14 EFFECTIVE JULY 22, 1956.

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

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- L. A. GREGORY, Vice President-Operation.
- E. C. SHEFFIELD, Assistant Vice President-Operation.
- M. L. SMITH, General Superintendent Transportation.
- C. F. DOUGHERTY, General Manager.
- G. M. HOLZMANN, Assistant General Manager.

## 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.

When 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.

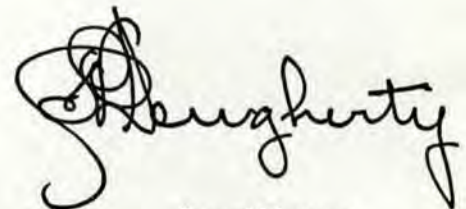
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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.



Vice President-Operation

**ARBITRARY HOLDS — PASSENGER TRAINS**

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Osawatomie.....	Kansas.....126	Central.....126	Indefinitely	.....	For connection.
".....	Central.....125	Kansas.....125	"	.....	" "
Little Rock.....	Central.....126	Ark.....4	8:20 a. m.	10 Min.	For revenue passengers.
Wichita.....	Central.....411	A. T. & S. F.....16	10:15 p. m.	15 Min.	For revenue passengers and mail.
Geneseo.....	Central.....412	Kansas.....12	Indefinitely	.....	For connection.
".....	Kansas.....11	Central.....411	1:55 a. m.	15 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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48

**EXPLANATION OF CHARACTERS:**

- Ⓡ—Radio Base Station.
  - D—Diesel Fuel Oil.
  - n—Northward.
  - s—Southward.
  - 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 discharge revenue passengers and U. S. Mail.

PARIS SUBDIV.—BETWEEN GREENWOOD JCT. AND PARIS

3

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS			No. 1	MAY 1, 1958	FIRST CLASS			SECOND CLASS		
	799 Local Freight	125 Passenger	129 Passenger							126 Passenger	120 Passenger	796 Local Freight
	Daily Ex. Sun.	Daily	Daily		STATIONS					Daily	Daily	Daily Ex. Sun.
7 55AM		5 38PM	12 25PM	503.50	Note 1	P..GREENWOOD JCT....Y	L 164	70	f 1 17PM	6 30PM	1 15PM	
				507.29		P.WEST FT. SMITH.OKLA	LG 4					
8 15		s 5 50PM	s 12 37PM	508.02		LS.FORT SMITH, ARK....Y	LD 5	Yd.	1 07PM	6 20PM	1 00	
				509.36		S. L.-S. F. CROSSING						
				509.37		K. C. S. CROSSING						
				510.54	A B S	COLEMAN	LG 7					
				510.79		SUBURBAN JCT.						
8 25				512.18		P.....AC JCT.	LG 9				12 50	
8 40				512.82		LS.SOUTH FORT SMITH	LD 10	15			12 45	
8 48				515.65		P.....KK SIDING	LD 13	50			12 38	
8 55				518.14		BARLING	LD 16	15			12 30	
9 00				519.42		LS..FORT CHAFFEE....Y	LD 17	43			12 25	
9 20				526.18		P.....LAVACA	LD 24				12 10PM	
9 35				530.96		URSULA	LD 29				11 55AM	
9 50				535.30		LS.....CHARLESTON	LD 33				11 45	
9 55				536.06		P.....THESSING		37			11 42	
10 05				540.08		BRANCH	LD 38				11 32	
10 15				544.16		P.....RATCLIFF	LD 42				11 22	
10 30				549.46		P.....HAMILTON MINE		37			11 10	
10 40AM				553.11		LS.....PARIS	LD 51	Yd.			11 00AM	
Daily Ex. Sun.		Daily	Daily						Daily	Daily	Daily Ex. Sun.	

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

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

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS			No. 1	MAY 1, 1958	FIRST CLASS					
	197 Local Freight	125 Passenger								126 Passenger		
	Daily Ex. Sunday	Daily			STATIONS					Daily		
7 30AM		8 14PM	447.25	P.....AA JCT					10 38AM			
7 40		s 8 18	443.74	LS.....CLARKSVILLE	L101	13		s 10 33				
7 50		f 8 28	438.37	P.....LAMAR	L 95	38		f 10 20				
7 55AM		8 33PM	435.85	P.....BB JCT	L 93			10 14AM				
Daily Ex. Sunday		Daily						Daily				

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

## COFFEYVILLE SUBDIV.—SK JCT. TO COFFEYVILLE

Station Numbers	Miles from St. Louis (Via Kansas City)	TIMETABLE		TRAINS SOUTHWARD									
		No. 1		FIRST CLASS		SECOND CLASS							
		MAY 1, 1958		125		783	161	199	175	169	181		
			Passenger		Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight			
STATIONS		Daily		Daily Ex. Monday	Daily	Mon., Wed., & Fri.	Daily	Daily	Daily				
		KANSAS CITY		8 30AM									
		CS...OSAWATOMIE...@DWY		10 20AM				3 00AM	7 00AM	11 30AM	8 00PM		
		1.29											
341	333.17	CS...SK JCT...Y		10 23AM				6 30AM	7 00AM	11 00AM	4 00PM	11 40PM	
		7.65											
R 9	342.11	P...LANE...*	m	10 33				6 48	7 25	11 14	4 16	12 01AM	
		6.06											
R 15	348.17	LS...GREELEY...*	a	10 39				7 00	7 40	11 22	4 30	12 10	
		5.30											
R 20	353.47	P...HECLA...*		10 44				7 10	7 50	11 29	4 42	12 18	
		3.97											
		A. T. & S. F. CROSSING											
		0.17											
R 24	357.61	LS...GARNETT...*	s	10 56				7 20	8 13	11 35	5 00	12 30	
		4.20											
R 29	361.81	P...BIRCH...*		11 01				7 30	8 30 <sup>174</sup>	11 43	5 20	12 36	
		4.55											
R 33	366.30	P...MONT IDA...*											
		5.55											
R 39	371.01	P...DIXON...*		11 12				8 02 <sup>174</sup>	8 50	11 57AM	5 45 <sup>168</sup>	12 49	
		1.76											
R 41	373.07	LS...WESTPHALIA...*	a	11 15					8 55				
		3.79											
R 44	377.46	TP...ALICEVILLE...*		11 19				8 15	9 05	12 04PM	6 00	12 58	
		6.41											
		RO SIDING		11 26				8 25	9 30	12 22 <sup>198</sup>	6 12	1 08	
		0.53											
R 51	384.40	LS...LE ROY...*	s	11 29					9 35				
		2.64											
		MOODY											
		0.02											
		M-K-T CROSSING											
		4.85											
R 59	391.91	TP...VERNON...*		11 37 <sup>198</sup>				8 55	9 50	12 30	6 30	1 22	
		6.67											
		WICHITA SUBDIV. CROSSING											
		0.01											
H 85	398.59	LS...DURAND...DWY	s	11 50				9 10	10 15	12 40	6 55 <sup>128</sup>	1 45	
		6.70											
R 72	405.29	TP...ROSE...*		11 57AM				9 20	10 35	12 50	7 19 <sup>170</sup>	1 55	
		5.96											
R 78	411.25	LS...BUFFALO...*	a	12 03PM				9 28	10 45	12 59	7 37 <sup>180</sup>	2 05	
		3.91											
R 82	415.16	P...ROPER...Y		12 07				9 34	11 00	1 07	7 43	2 12	
		2.46											
		A. T. & S. F. CROSSING											
		0.08											
R 85	417.70	P...BENEDICT...*											
		2.83											
R 88	420.53	P...GUILFORD...*		12 12				9 53 <sup>198</sup>	11 29	1 17	7 51	2 22	
		6.71											
R 94	427.24	LS...ALTOONA...*	a	12 20				10 02	11 55AM	1 28	8 01	2 45	
		7.58											
R102	434.82	LS...NEODESHA...D	s	12 28 <sup>199</sup>				10 15	12 28PM <sup>125</sup>	1 43	8 11	3 00	
		0.05											
		S. L.-S. F. CROSSING											
		6.53											
R109	441.40	P...SYCAMORE...*		12 38				10 30	1 00	1 56	8 21	3 15	
		6.97											
		A. T. & S. F. CROSSING											
		0.23											
		A. T. & S. F. CROSSING											
		0.51											
R116	449.11	LS...INDEPENDENCE...DY	s	12 48				10 48	1 25	2 11	8 32	3 45	
		4.01											
R120	453.12	P...BLAKE...*		12 52				10 58	1 31	2 21	8 50	3 55	
		4.42											
R125	457.54	...JEFFERSON...*											
		4.91											
R130	462.45	Note 2 CS...DEARING...*		1 02				4 25AM	1 15	1 43	2 40	9 20	4 15
		3.38											
R135	467.83	TP...COFFEYVILLE...@DWY	s	1 20PM				5 10AM	11 50AM	1 55PM	3 00PM	10 00PM	5 05AM
		134.66											
				Daily				Daily Ex. Monday	Daily	Mon., Wed., & Fri.	Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between SK Jct. and Lane, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

**COFFEYVILLE SUBDIV.—COFFEYVILLE TO SK JCT.**

Sliding Capacity in Cars	Miles from St. Louis (Via Kansas City)	<b>TIMETABLE</b> <b>No. 1</b> <b>MAY 1, 1958</b>		<b>TRAINS NORTHWARD</b>						
				<b>FIRST CLASS</b>		<b>SECOND CLASS</b>				
				<b>126</b> Passenger Daily	<b>174</b> Red Ball Freight Daily	<b>198</b> Local Freight Tues., Thur., & Sat.	<b>168</b> Red Ball Freight Daily	<b>780</b> Red Ball Freight Daily Ex. Sunday	<b>180</b> Red Ball Freight Daily	<b>170</b> Red Ball Freight Daily
		<b>STATIONS</b>								
		<b>KANSAS CITY</b>								
			10 45PM				1 30AM			2 00AM
Yd.	333.17	(CS.....OSAWATOMIE...@DW)	s 8 55PM		10 00AM	4 00PM	8 35PM		11 50PM	10 00PM
	334.46	Note 1 (CS.....SK JCT.....Y)	8 40PM		9 50AM	3 55PM	8 30PM		11 45PM	9 50PM
125	342.11	(P.....LANE.....*)	m 8 27		9 10	3 00	6 50		11 30	9 30
82	348.17	LS.....GREELEY.....*	a 8 20		9 00	2 50	6 40		11 21	9 20
125	353.47	P.....HECLA.....*	8 14		8 50	2 30	6 30		11 14	9 10
	357.44	..A. T. & S. F. CROSSING.....								
73	357.61	LS.....GARNETT.....s	8 08		8 40	2 20	6 20		11 09	9 00
92	361.81	P.....BIRCH.....*	7 58		8 30 <sup>199</sup>	1 40	6 05		11 03	8 45
	366.36	P.....MONT IDA.....*								
125	371.91	P.....DIXON.....*	7 48		8 02 <sup>161</sup>	1 05	5 45 <sup>169</sup>		10 50	8 25
	373.67	LS.....WESTPHALIA.....*	a 7 45			12 55				
74	377.46	TP.....ALICEVILLE.....*	7 40		7 40	12 32	5 30		10 25	8 15
100	383.87	P.....RO SIDING.....*	7 33		7 28	12 22PM <sup>175</sup>	5 15		10 14	8 05
	384.40	LS.....LE ROY.....*	s 7 30			11 50AM				
	387.04	.....MOODY.....								
	387.06	.....M.-K.-T. CROSSING.....								
125	391.91	TP.....VERNON.....*	7 20		7 12	11 37 <sup>125</sup>	4 55		9 59	7 40
	398.58	.....WICHITA SUBDIV. CROSSING.....								
109	398.59	LS.....DURAND.....DWY	s 6 55 <sup>169</sup>		6 55	11 05	4 40		9 45	7 29
	405.29	TP.....ROSE.....*	6 48		6 40	10 35	4 25		7 47	7 19 <sup>169</sup>
69	411.25	LS.....BUFFALO.....*	a 6 41		6 28	10 13	4 15		7 37 <sup>169</sup>	6 56
125	415.16	P.....ROPER.....Y	6 36		6 20	10 03	4 05		6 50 <sup>170</sup>	6 50 <sup>180</sup>
	417.62	..A. T. & S. F. CROSSING.....								
	417.70	P.....BENEDICT.....*								
75	420.53	P.....GUILFORD.....*	6 30 <sup>180</sup>		6 05	9 53 <sup>161</sup>	3 50		6 30 <sup>126</sup>	6 40
54	427.24	LS.....ALTOONA.....*	a 6 23		5 50	9 30	3 35		5 50	6 27
120	434.82	LS.....NEODESHA.....D	s 6 13		5 35	9 15	3 20		5 35	6 17
	434.87	.....S. L.-S. F. CROSSING.....								
74	441.40	P.....SYCAMORE.....*	6 01 <sup>170</sup>		5 20	8 50	3 10		4 50	6 01 <sup>126</sup>
	448.37	.....JEFFERSON.....								
	448.60	..A. T. & S. F. CROSSING.....								
72	449.11	LS.....INDEPENDENCE.....DY	s 5 53		5 05	8 35	3 00		4 20	5 40
70	453.12	P.....BLAKE.....*	5 48		4 55	8 20	2 53		3 50	5 30
	457.54	.....JEFFERSON.....								
125	462.45	Note 2 (CS.....DEARING.....)	5 38		4 15	8 05	2 40	3 10PM	3 30	5 15
Yd.	467.83	(TP.....COFFEYVILLE...@DWY)	5 30PM		4 00AM	7 55AM	2 20PM	3 00PM	3 15PM	5 00PM
		134.66	Daily		Daily	Tues., Thur., & Sat.	Daily	Daily Ex. Sunday	Daily	Daily

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Note 1.—Between SK Jct. and Lane, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

## WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

Station Number	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 1 MAY 1, 1958		TRAINS SOUTHWARD							
				FIRST CLASS		SECOND CLASS					
				125 Passenger		191 Local Freight	161 Red Ball Freight	791 Local Freight	175 Red Ball Freight	169 Red Ball Freight	
STATIONS				Daily		Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily	Daily	
R135	663.30	TP.....	COFFEYVILLE...@DWY\$	1 50PM							
			0.47								
	662.83	Note 1	TP... COFFEYVILLE YD., Kan.			8 00AM	1 10PM		4 00PM	11 00PM	
	660.55		LS. So. Coffeyville Tower, Okla.	(M-K-T. Crossing)							
L321	660.02		P. SOUTH COFFEYVILLE... 0.53	2 01		8 10	1 15		4 10	11 05	
L311	650.70	LS.....	LENAPAH.....* 9.32	\$ 2 11		8 22	1 27		4 31 <sup>126</sup>	11 20	
L306	645.56	TP.....	DELAWARE.....* 5.14	\$ 2 19		8 30					
L300	640.19	LS.....	NOWATA.....* 5.37	\$ 2 29		9 20	1 40		4 50	11 35	
L294	634.43	P.....	WATOVA.....* 5.76	2 37 <sup>192</sup>		9 30	1 47		4 58	11 44	
			6.57								
L288	627.86	LS.....	TALALA.....* 5.75	\$ 2 46		9 40	2 05 <sup>192</sup>		5 08	11 54PM	
L282	622.11	P.....	OOLOGAH.....* 7.11	\$ 2 54 <sup>170</sup>		9 50	2 15		5 17	12 03AM	
L275	615.00	P.....	SAGEEYAH.....* 4.66	3 02		10 00	2 35 <sup>170</sup>		5 27	12 15	
	610.34		SL-SF CROSSING..... 0.58								
L270	609.76	LS.....	CLAREMORE.....Y 4.84	\$ 3 25 <sup>126</sup>		10 18 <sup>168</sup>	2 45		5 34	12 25	
L265	604.92	P.....	TIAWAH.....* 8.01								
L257	596.91	LS.....	INOLA.....* 8.25	\$ 3 39		11 50AM	3 11 <sup>126</sup>		5 51	12 47 <sup>174</sup>	
L249	588.66	P.....	NEODESHA.....* 7.10	3 48		12 05PM	3 30		6 01	1 01	
	581.56		CS. WAGONER TOWER {M-K-T. Crossing 0.07								
L242	581.49	TP.....	WAGONER.....Y\$ 8.15	\$ 4 00 <sup>161</sup>		12 30	4 00 <sup>125</sup>		6 11	1 45	
L233	573.34	LS.....	OKAY.....(K.O.S.G. Crossing 4.66	\$ 4 10		1 02	4 15		7 00PM	2 05	
	568.68		S. L.-S. F. CROSSING..... 0.70								
L228	567.98	LS.....	FORT GIBSON.....* 10.46	\$ 4 20		1 12	4 25			2 15	
L218	557.52	P.....	BRAGGS.....* 11.08	\$ 4 32		1 30	4 38			2 32	
L206	546.44	P.....	GORE.....* 5.57	\$ 4 47		2 09 <sup>126</sup>	4 54			2 47	
L201	540.87	P.....	UPSON.....* 3.44	4 53		2 17	5 03			2 58	
L197	537.43	LS.....	VIAN.....* 7.02	\$ 4 58		2 24	5 10			3 04	
L190	530.41	P.....	ASHBY.....* 3.71	5 06		2 35	5 20			3 15	
	526.70		CS. SALLISAW TOWER {K.C.S. Crossing 0.89								
L186	525.81	TP.....	SALLISAW.....* 6.08	\$ 5 11		2 55	5 30			3 25	
L180	519.73	P.....	HANSON.....* 6.62	5 20		3 05	5 40			3 35	
L173	513.11	TP.....	MULDROW.....* 4.87	\$ 5 28		3 15	5 55			3 48	
L168	508.24	P.....	ROLAND.....* 4.57	\$ 5 33		3 25	6 05			3 55	
L164	503.67	Note 2	P. Greenwood Jct., Okla...Y 5.26	{ 5 38 6 30		3 35	6 15	1 15PM		4 05	
	498.41		S. L.-S.F. CROSSING, ARK. 0.40								
L158	498.01		VAN BUREN.....* 0.72	\$ 6 36							
	497.29		CS. VAN BUREN YARD...@DWY\$	6 50PM		4 00PM	8 00PM	1 35PM		5 00AM	
			166.01	Daily		Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily	Daily	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between Coffeyville Yd. and South Coffeyville, Signal Indication, both Opposing and Following Movements.

Note 2.—Between Greenwood Jct. and Van Buren Yard, Signal Indication, both Opposing and Following Movements.



# WAGONER SUBDIV.—VAN BUREN YARD TO COFFEYVILLE

7

Sliding Capacity in Cars	Miles from St. Louis (Via North Little Rocky)	TIMETABLE No. 1 MAY 1, 1958		TRAINS NORTHWARD					
				FIRST CLASS		SECOND CLASS			
				126 Passenger		168 Red Ball Freight	790 Local Freight	192 Local Freight	170 Red Ball Freight
STATIONS		Daily		Daily	Daily Ex. Sun.	Mon., Wed., Fri.	Daily	Daily	
Yd.	663.30	TP..... COFFEYVILLE...@DWY	s 5 00PM						
Yd.	662.83	Note 1 { TP... COFFEYVILLE YD., Kan. 2.28 LS. Se. Coffeyville Tower Okla... (M.K.T. Crossing) 0.53 P..SOUTH COFFEYVILLE... 9.32			1 10PM	3 50PM	4 00PM	2 15AM	
...	660.55								
80	660.02	LS..... LENAPAH.....*	f 4 42		11 35AM	3 25	3 50	2 10	
125	650.70	TP..... DELAWARE.....*	f 4 23		11 22	3 10	3 38	1 59	
...	645.56	LS..... NOWATA.....*	s 4 15		11 05	2 59	3 22	1 46	
90	640.19	P..... WATOVA.....*	4 05		10 57	2 50	3 22	1 46	
125	634.43	LS..... TALALA.....*	f 3 58		10 47	2 37 <sup>125</sup>	3 12	1 38	
70	627.86	P..... COLOGAH.....*	f 3 50		10 38	2 05 <sup>161</sup>	3 03	1 30	
n90) #70)	622.11	P..... SAGEEYAH.....*	3 40		10 28	1 55	2 54 <sup>125</sup>	1 23	
65	615.00	SL-SF CROSSING.....			10 28	1 45	2 35 <sup>161</sup>	1 13	
...	610.34	LS..... CLAREMORE.....Y	s 3 25 <sup>125</sup>		10 18 <sup>191</sup>	1 35	2 27	1 03	
114	609.76	P..... TIAWAH.....							
...	604.92	LS..... INOLA.....	s 3 11 <sup>161</sup>		9 58	12 57	2 11	12 47 <sup>169</sup>	
125	596.91	P..... NEODESHA.....	f 3 01		9 47	12 45	2 00	12 25	
70	588.66	CS.WAGONER TOWER... (M.K.T. Crossing)							
...	581.56	TP..... WAGONER.....Y	s 2 51		9 35	12 30PM	1 42	12 15	
200	581.49	LS..... OKAY..... (K.O.S.G. Crossing)	f 2 41		9 23	11 01AM	1 30PM	12 05AM	
80	573.34	S. L.-S. F. CROSSING.....							
...	568.68	LS..... FORT GIBSON.....	s 2 35		9 15	10 37		11 48PM	
68	567.98	P..... BRAGGS.....	s 2 22		8 59	10 23		11 35	
125	557.52	P..... GORE.....	s 2 09 <sup>191</sup>		8 42	10 01		11 20	
76	546.44	P..... UPSON.....	2 01		8 34	9 50		11 13	
132	540.87	LS..... VIAN.....	s 1 57		8 28	9 42		11 08	
62	537.43	P..... ASHBY.....	1 49		8 17	9 25		10 59	
70	530.41	CS..SALLISAW TOWER... (K. C. S. Crossing)							
...	526.70	TP..... SALLISAW.....	s 1 44		8 10	9 15		10 52	
70	525.81	P..... HANSON.....	1 35		8 01	8 45		10 43	
84	519.73	TP..... MULDROW.....	s 1 28		7 50	8 35		10 33	
70	513.11	P..... ROLAND.....*	f 1 22		7 40	8 20		10 25	
59	508.24	P. Greenwood Jct., Okla... Y	f { 1 17 12 25		7 30	7 55AM	8 05	{ 10 15 8 15	
70	503.67	S. L.-S. F. CROSSING, ARK..							
...	498.41	..VAN BUREN.....	s 12 15						
Yd.	498.01	CS..VAN BUREN YARD. @DWY	12 10PM		7 15AM	7 30AM	7 50AM	8 00PM	
Yd.	497.29								
	166.01		Daily		Daily	Daily Ex. Sun.	Mon., Wed., Fri.	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between Coffeyville Yd. and South Coffeyville, Signal Indication, both Opposing and Following Movements.

Note 2.—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				Miles from St. Louis (Via North Little Rock)	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS		No. 1						FIRST CLASS	SECOND CLASS		
161 Red Ball Freight	169 Red Ball Freight	197 Local Freight	125 Passenger		MAY 1, 1958						126 Passenger	168 Red Ball Freight	190 Local Freight	174 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily	STATIONS				Daily	Daily	Daily Ex. Sunday	Daily			
9 15PM	8 10AM	5 30AM	7 00PM	497.29	CS. VAN BUREN YARD @DWY	L158	Yd.	11 59AM	6 40AM	2 45PM	5 15PM			
9 35	8 25	5 43	s 7 12	489.45	LS. ALMA	L149	75	f 11 47	6 10	2 30	4 52			
9 45	8 35	6 00 <sup>168</sup>	7 17	484.65	P. DYER	L145	90	m 11 39	6 00 <sup>197</sup>	2 15	4 44			
		6 08		479.79	TP. MULBERRY	L140		s 11 33		2 05				
10 05	8 55	6 15	7 27	475.51	P. KD SIDING	L136	94	11 27	5 35	1 55	4 30			
10 15	9 05	6 23	7 33	470.00	P. POPING	L130	131	11 19	5 25	1 45	4 20			
10 25	9 15	7 00	s 7 43	464.81	LS. OZARK	L125	78	s 11 12	5 15	1 35	4 10			
10 45	9 30	7 11	a 7 53	456.59	P. ALIX	L119	125	a 11 00	5 01	1 15	3 55			
11 05	9 47	7 20	f 8 03	449.31	LS. HARTMAN	L112	91	10 50	4 49	12 55	3 44			
				445.12	LS. MONTANA	L107		10 44						
11 20	9 58	7 29	8 12	443.02	LS. SPADRA	L105	90	m 10 40	4 39	12 35	3 35			
11 21	9 59	7 30AM	8 14PM	442.57	P. AA JCT			10 38AM	4 38	12 20PM	3 34			
		Via Clarksville Subdiv.	Via Clarksville Subdiv.					Via Clarksville Subdiv.						
11 40	10 14 <sup>126</sup>	7 55AM	8 33PM	435.85	P. BB JCT	L 93		10 14AM <sup>169</sup>	4 19	11 59AM	3 21			
11 45PM	10 19	8 00	8 38	433.54	P. KNOXVILLE	L 91	91	s 10 10	4 15	11 55	3 18			
12 15AM	10 28	8 10	8 45	427.85	P. SCOTIA	L 85	90	10 02	4 08	11 45	3 10			
				425.46	P. LONDON	L 82		m 9 59						
12 45	11 00 <sup>190</sup>	9 50 <sup>126</sup>	s 9 01	417.77	CS. RUSSELLVILLE	L 75	118	s 9 50 <sup>197</sup>	3 52	11 00 <sup>169</sup>	2 55			
				417.60	P. D. & R. CONNECTION									
			f 9 07	412.09	P. POTTSVILLE	L 69		s 9 38						
1 05	11 15	10 20 <sup>190</sup>	9 11	410.70	P. WORTHEN	L 68	141	9 35	3 32	10 20 <sup>197</sup>	2 32			
1 15	11 25	10 45	s 9 21	405.85	LS. ATKINS	L 63	54	s 9 29	3 25	9 52	2 25			
1 25	11 35	11 00	9 28	400.09	P. BLACKVILLE	L 57	90	s 9 21	3 15	9 42	2 15			
1 40	11 50AM	11 18	s 9 41	392.53	LS. MORRILTON	L 50	90	s 9 12	3 00	9 32	2 00			
				386.80	P. PLUMERVILLE	L 44		a 9 05						
2 05	12 11PM	11 35AM	9 53	381.39	P. MENIFEE	L 38	91	8 58 <sup>190</sup>	2 45	8 58 <sup>126</sup>	1 45			
				378.82	P. GLEASON	L 36								
2 30 <sup>168</sup>	12 35	12 01PM	s 10 06	373.14	LS. CONWAY	L 30	144	s 8 47	2 30 <sup>101</sup>	7 55	1 25			
2 45	1 00 <sup>174</sup>	12 20	10 16	363.65	P. MAYFLOWER	L 21	90	8 37	2 07	7 32	1 00 <sup>169</sup>			
				359.82	P. PALARM	L 17								
				356.29	P. WEST MARCHE	L 13								
3 05	1 20	12 45 <sup>174</sup>	10 27	353.30	P. MARCHE	L 10	92	8 26	1 47	7 08	12 45 <sup>197</sup>			
3 15	1 30	1 00	10 37	346.01	P. JK JCT			8 17	1 35	6 50	12 35			
				345.73	P. LEVY	L 3								
				345.63	P. MILITARY JCT									
3 20	1 35	1 10	10 40	344.26	P. XO JCT			8 14	1 31	6 46	12 31			
5 00AM	4 00PM	2 30PM		343.67	CS NO. LITTLE ROCK @DWY	X344	Yd.		1 30AM	6 45AM	12 30PM			
			11 00PM	345.68	LS. LITTLE ROCK	X346		8 10AM						
Daily	Daily	Daily Ex. Sunday	Daily		Passenger (to Little Rock) . . . 155.06				Daily	Daily	Daily Ex. Sunday	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.

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

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

**Note 2.**—Between XO Jct. and Little Rock, be Governed by Arkansas Division Special Instructions.



# 10 HUTCHINSON SUBDIV.—BETWEEN 25TH STREET YARD AND KANOPOLIS

TRAINS WESTWARD			Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1958		Station Numbers Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS		STATIONS			FIRST CLASS		SECOND CLASS	
795 Local Freight	479 Red Ball Freight	411 Passenger					412 Passenger			478 Red Ball Freight
Sun., Tue., Thur.	Daily Ex. Sunday	Daily			Daily			Daily Ex. Sunday	Mon., Wed., Fri.	
7 20AM	7 00AM		482.06	LS.....25th Street Yard. @DWY	H183	Yd.		12 35PM	1 15PM	
			482.40	.....S. L. S. F. CROSSING		Two Main Tracks				
			482.66	.....C. R. I. & P. CROSSING						
			483.00	.....W. T. A. CROSSING						
			483.01	.....A. T. & S. F. CROSSING						
7 35	7 15		485.06	LS.....WICHITA	H186		\$ 7 00AM	11 50AM	\$ 1 00	
		10 00PM	485.42	.....M. V. CROSSING						
7 40AM	7 30		485.94	P.....HD JCT.		Y	6 47	11 39	12 55PM	
	7 45	\$ 10 17	495.01	LS.....MAIZE	M 10	28	\$ 6 35	11 24		
	7 55	\$ 10 22	499.13	TP.....COLWICH	M 14	28	\$ 6 25	11 18		
	8 05	\$ 10 30	504.27	LS.....ANDALE	M 19	30	\$ 6 15	11 03		
	8 15	\$ 10 38	509.97	LS.....MT. HOPE	M 25	64	\$ 6 04	10 48		
	8 30	\$ 10 48	516.95	LS.....HAVEN	M 32	57	\$ 5 55	10 28		
	9 10	\$ 10 56	522.44	LS.....YODER	M 37	40	\$ 5 40	10 20		
	9 20	11 01	526.09	.....ELMER	M 41	30	5 33	10 15		
			531.53	.....A. T. & S. F. CROSSING						
			531.54	.....A. T. & S. F. CROSSING						
			531.61	.....A. T. & S. F. CROSSING						
			532.09	.....C. R. I. & P. CROSSING						
	10 00	\$ 11 24	532.63	LS.....HUTCHINSON	M 48	42	\$ 5 25	10 00	479	
			533.59	.....A. T. & S. F. CROSSING						
	11 00	11 33	538.63	P.....YAGGY	M 54	125	5 02	9 25		
	11 15	f 11 39	543.43	TP.....NICKERSON	M 59	33	\$ 4 55	9 15		
			550.56	.....A. T. & S. F. CROSSING						
	11 30AM	\$ 11 50PM	551.11	TP.....STERLING	M 66	24	\$ 4 42	9 00		
			559.24	.....S. L. S. F. CROSSING						
	12 01PM	\$ 12 03AM	560.54	LS.....LYONS	M 76	47	\$ 4 20	8 40		
			561.08	.....A. T. & S. F. CROSSING						
	12 30	12 12	566.73	.....NOBLE	M 82	27	4 16	7 35		
	12 45	12 18	572.30	P.....GY JCT.			4 07	7 20		
	12 50	12 20	572.78	}P.....WE JCT.				7 05		
			525.08	.....GENESEO	@	532	\$ 4 00AM	7 00AM		
	3 00PM	\$ 12 23AM	524.21	P.....KA JCT.						
			530.94	.....MIDWAY	M 96	6				
			538.16	LS.....KANOPOLIS	M103	23				
				PUEBLO			6 55PM	5 00PM		
Sun., Tue., Thur.	Daily Ex. Sunday	Daily	105.54				Daily	Daily Ex. Sunday	Mon., Wed., Fri.	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.  
Two mile post locations at WE Jct. are one and the same location, 572.78 is the mileage via Wichita and 525.08 is the mileage via Council Grove.

**Note 1.**—Between End of Two Main Tracks, 3rd St., Wichita and HD Jct., Signal Indication, both Opposing and Following Movements.

## LARNED SUBDIV.—BETWEEN CONWAY SPRINGS AND LARNED

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1958	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
<b>797</b> Local Freight					<b>798</b> Local Freight
Sun., Tue., Thur.		<b>STATIONS</b>			Mon., Wed., Fri.
9 00AM	558.73	LS...CONWAY SPRINGS...DY	NL135	23	s 10 30AM
s 9 25	567.15	8.42 ..... MILTON.....	NL144	22	s 9 25
	567.18	0.03 ... A. T. & S. F. CROSSING ...			
s 9 45	571.36	4.18 TP..... NORWICH.....	NL148	29	s 9 05
	572.27	0.91 ... A. T. & S. F. CROSSING...			
s 10 05	580.43	8.16 ..... BELMONT.....	NL157	15	s 8 30
f 10 25	585.30	4.87 ..... ALAMEDA.....	NL162	21	f 8 05
s 10 55	592.38	7.08 LS..... KINGMAN.....	NL169	19	s 7 35
	593.16	0.78 ... A. T. & S. F. CROSSING ...			
	593.98	0.82 ... A. T. & S. F. CROSSING ...			
f 11 20	598.43	4.45 ..... BROWN'S SPUR.....	NL175	15	f 7 05
s 11 40	605.88	7.45 TP..... PENALOSA.....	NL183	25	s 6 35
s 11 55AM	610.03	4.15 P..... OLCOTT.....Y	NL187	17	s 6 20
s 12 15PM	614.57	4.54 LS..... TURON.....	NL191	18	s 6 00
	615.03	0.46 ... C. R. I. & P. CROSSING...			
s 12 40	620.92	5.89 ..... NEOLA.....	NL198	18	f 5 30
s 1 15	628.69	7.77 TP..... STAFFORD.....	NL205	30	s 5 00
	629.66	0.97 ... A. T. & S. F. CROSSING ...			
f 1 35	634.79	5.13 ..... BEDFORD.....	NL211	17	f 4 35
s 2 00	639.31	4.52 LS..... HUDSON.....	NL216	25	s 4 15
s 2 35	648.32	9.01 ..... SEWARD.....	NL225	22	s 3 30
s 2 55	653.70	5.38 ..... RADIUM.....	NL230	16	s 3 10
s 3 15	657.33	3.63 ..... RAY.....	NL234	25	s 2 55
s 4 30PM	665.68	8.35 LS..... LARNED.....Y	NL241	30	2 30AM
Sun., Tue., Thur.		106.95			Mon., Wed., Fri.

## HARDTNER SUBDIV.—BETWEEN HD JCT. AND HARDTNER 11

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1958	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
<b>795</b> Local Freight					<b>794</b> Local Freight
Sun., Tue., Thur.		<b>STATIONS</b>			Mon., Wed., Fri.
s 7 35AM	485.06	LS..... WICHITA.....			s 1 00PM
7 40	485.94	P..... HD JCT.....Y			12 55
	487.98	2.04 ... A. T. & S. F. CROSSING ...			
	488.82	0.84 ... A. T. & S. F. CROSSING ...			
f 8 02	496.65	7.83 ..... BAYNEVILLE.....	H 197	27	f 12 20
8 06	496.62	1.76 ..... WN SIDING.....	H 199	43	12 10
s 8 15	498.38	3.05 LS..... CLEARWATER.....	H 202	23	s 12 01PM
f 8 26	501.43	5.55 ..... MILLERTON.....	H 208	30	f 11 40AM
s 8 40	506.98	5.97 LS... CONWAY SPRINGS...DY	NL135	23	s 11 00
	512.95	4.60 ..... EWELL.....	H 219	23	f 10 35
f 9 00	517.55	6.75 TP..... ARGONIA.....	H 225	35	s 10 20
s 9 15	524.30	0.21 ... A. T. & S. F. CROSSING ...			
s 9 30	524.51	6.70 LS..... FREEPORT.....	H 232	35	s 10 00
s 10 00	531.21	10.40 LS..... ANTHONY.....Y	H 243	25	s 9 30
	541.61	0.38 ... A. T. & S. F. CROSSING ...			
	541.99	0.09 ... A. T. & S. F. CROSSING ...			
	542.08	6.70 ..... SHOOK.....	H 250	12	f 8 35
f 11 15	548.78	3.25 ..... RUELLA.....	H 253	22	f 8 25
f 11 30	552.03	6.77 LS..... CORWIN.....	H 260	18	s 8 05
s 11 55AM	558.80	5.26 ..... HAZELTON.....	H 265	21	s 7 55
s 12 10PM	564.06	7.15 LS..... KIOWA.....	H 272	22	s 7 35
s 12 40	571.21	1.30 ... A. T. & S. F. CROSSING ...			
	572.51	0.59 ... A. T. & S. F. CROSSING ...			
	573.10	3.73 ..... STUBBS.....	H 278	18	f 7 15
f 12 55	576.83	4.67 LS..... HARDTNER.....Y	H 283	27	7 00AM
s 1 40PM	581.50				
Sun., Tue., Thur.		95.59			Mon., Wed., Fri.

## IUKA SUBDIV.—BETWEEN OLCOTT AND IUKA

TRAINS WESTWARD SECOND CLASS	Miles from St. Louis	TIMETABLE No. 1 MAY 1, 1958	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD SECOND CLASS
		<b>STATIONS</b>			
	610.03	P..... OLCOTT.....Y	NL187		
	619.91	P..... PRESTON.....	NC 10	9	
	620.16	0.25 ... C. R. I. & P. CROSSING ...			
	630.04	9.88 LS..... IUKA.....Y	NC 20	13	
		20.01			

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Two mile post locations shown Bayneville are one and the same point, 496.65 is new mileage account change in line east of Bayneville made in June, 1956, and 496.62 is old mileage.

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

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIMETABLE No. 1 MAY 1, 1958		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS				STATIONS				SECOND CLASS	
781 Red Ball Freight Daily Ex. Sunday	785 Local Freight Tue., Thur., Sat.							782 Red Ball Freight Daily Ex. Monday	784 Local Freight Mon., Wed., Fri.
		3 10PM	428.71	CS.....	DEARING.....	R 130		4 25AM	
		3 25	435.15		6.44 TYRO.....	NL 12	21	4 05	
		3 45	442.13	LS.....	6.98 CANNEY.....	NL 19	24	3 50	
		4 00	442.27		0.14 A. T. & S. F. CROSSING.....				
		4 12	447.78	P.....	5.51 NIOTAZE.....	NL 24	8	3 30	
		4 30	453.25		5.47 PERU.....	NL 30	30	3 15	
		4 50	458.92	LS.....	5.67 SEDAN.....	NL 36	17	3 00	
		5 02	467.77	P.....	8.85 GIBBS.....	NL 44	9	2 18	
		5 08	472.42		4.65 WAUNETA.....	NL 49	18	2 07	
		5 23	474.73	P.....	2.31 LAYTON.....	NL 51	11	2 01	
		5 45	480.99	LS.....	6.26 CEDARVALE.....	NL 58	46	1 47	
		6 00	484.89	P.....	3.90 TAUSSIG.....	NL 62	21	1 38	
		6 20	490.83	P.....	5.94 HOOSER.....	NL 68	28	1 25	
		6 25PM	497.71	LS.....	6.88 DEXTER.....	NL 74	41	1 05	5 00PM
		8 00AM	498.12	P.....	0.41 DEXTER JCT.....	NL 75		12 55AM	4 55
		8 20	503.71		5.59 EATON.....	NL 80	28	4 40	
		8 35	508.70		4.99 TISDALE.....	NL 85	12	4 25	
		9 45	517.25	LS.....	8.55 WINFIELD.....	NL 94		4 00	
		10 15	517.55		0.30 S. L.-S. F. CROSSING.....				
		10 45	517.56		0.01 A. T. & S. F. CROSSING.....				
		11 05	518.68		1.12 A. T. & S. F. CROSSING.....				
		11 30	527.18		8.50 OXFORD.....	NL104	24	2 30	
		11 55AM	537.61		10.43 M. V. CROSSING.....				
		Daily Ex. Sunday	537.94	TP.....	0.33 BELLE PLAINE.....	NL115	24	2 05	
		Tue., Thur., Sat.	538.68		0.74 A. T. & S. F. CROSSING.....				
			544.40		5.72 RIVERDALE.....	NL121		1 45	
			544.53		0.13 C. R. I. & P. CROSSING.....				
			552.24		7.71 ANSON.....	NL129	20	1 20	
			558.73	LS.....	6.49 CONWAY SPRINGS.....	NL135	28	1 00PM	
			130.02					Daily Ex. Monday	Mon., Wed., Fri.

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

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIMETABLE No. 1 MAY 1, 1958		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS				STATIONS				SECOND CLASS	
781 Red Ball Freight Daily Ex. Sunday								782 Red Ball Freight Daily Ex. Monday	
		6 25PM	498.12	P.....	8.73 DEXTER JCT.....	Y		12 55AM	
		7 05	506.85	P.....	6.65 VINTON.....	NB 9			
		7 30	513.50	LS.....	9.08 SILVERDALE.....	NB15	37	12 23	
		7 35PM	522.58		0.01 A. T. & S. F. CROSSING.....				
		Daily Ex. Sunday	522.59		0.31 MIDLAND VALLEY JCT.....			12 03	
		Tue., Thur., Sat.	522.90	LS.....	ARKANSAS CITY.....	Y	NB25	Yd.	12 01AM
			24.78					Daily Ex. Monday	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.



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

Paris Subdiv.	No. 799 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.
Hutchinson Subdiv.	No. 411 is superior to No. 412.
McPherson Subdiv.	No. 787 is superior to No. 786.
Wichita Subdiv.	No. 497 is superior to No. 496.

**Between:**

- Mile Post 662 Pole 4 and Signals 4666-4667;
- 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; and
- HD Jct. and end of two main tracks, Third Street, Wichita, Hutchinson Subdiv.,

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".....Diesel engines with one or more, or all, cars equipped with freight car trucks.
- CONSIST "B".....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"
	Track without slow speed signs	Track without slow speed signs

Coffeyville Subdiv.....	50	65
Conway Springs Subdiv.....	30	30
Arkansas City Subdiv.....	30	30
Roper Subdiv.....	30	30
Wagoner Subdiv.:		
Between Van Buren Yard and Fort Gibson.....	50	65
Between Fort Gibson and Coffeyville.....	50	70
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 AC Jct. and Greenwood.....	25	25
Clarksville Subdiv.....	40	59

**2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).** Miles Per Hour

	Consist "A"	Consist "B"
	Track without slow speed signs	Track without slow speed signs
Paris Subdiv.:		
Between Greenwood Jct. and north end of Bridge 5075 over Arkansas River at Fort Smith.....	50	65
Between Fort Smith and AC Jct.....	25	35
Between AC Jct. and Fort Chaffee.....	40	40
Between Fort Chaffee and Paris.....	35	40
Wichita Subdiv.:		
Between 25th Street Yard and Summit.....	49	49
Between Summit and Reece.....	35	40
Between Reece and Ft. Scott.....	49	49
Hardtner Subdiv.:		
Between HD Jct. and Conway Springs.....	30	40
Between Conway Springs and Kiowa.....	30	30
Between Kiowa and Hardtner.....	20	20
McPherson Subdiv.....	30	30
Hutchinson Subdiv.:		
Between 25th Street Yard and Geneseo.....	49	59
Between Geneseo and Kanopolis.....	25	30
Larned Subdiv.....	25	25
Iuka Subdiv.....	20	20

**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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35	MV-KO&G-OCAA DIESEL ENGINES	
4102 to 4103.....	75	751 to 756.....	65
4104 to 4371.....	65		
4501 to 4526.....	65	Motor Cars:	
7000 to 7021.....	98	Passenger Motor	
7100.....	90	Car No. 670, with mechanical drive	70
8001 to 8036.....	98		
9000 to 9022.....	35		
9102 to 9191.....	35		
9200 to 9239.....	35		

**3. SPEED RESTRICTIONS: (Where maximum Train or Engine Speed is LOWER, it will govern).** Miles Per Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank.

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	Miles Per Hour
Coffeyville, Wichita, Hutchinson (between 25th Street Yard and Geneseo), Wagoner, Van Buren, Clarksville and Paris (between Greenwood Jct. and Ft. Smith).....	25
Hutchinson (between Geneseo and Kanopolis), Hardtner, McPherson and Larned.....	20
Conway Springs, Iuka, Arkansas City, Roper, Greenwood and Paris between Ft. Smith and Paris.....	15



3-C. Through Turnouts and Crossovers, and Spring Switches:	Miles Per Hour
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).	

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:	Miles Per Hour	
	Consist "A"	Consist "B"
Coffeyville Subdiv.:		
Speed Restrictions will apply until engine reaches Resume Speed Sign at following locations:		
Southward Trains		
Mile Post 356, Pole 40 to Mile Post 357, Pole 37.		
Mile Post 426, Pole 10 to Mile Post 427, Pole 18.		
Northward Trains		
Mile Post 427, Pole 18 to Mile Post 426, Pole 10.		

Paris Subdiv.:		
All trains over Arkansas River Bridge 5075 at Ft. Smith.....	10	10
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
Wichita, over street crossings.....	30	30
Wichita, between Waco Ave. and Second St.....	10	10
Eldorado, over street crossings.....	20	20
Eureka, over street crossings.....	20	20
Yates Center, City Limits.....	25	25
Iola, over street crossings.....	25	25
Hutchinson, over street crossings.....	25	25
Hutchinson, Trains and Engines stop at Main St. Crossing and proceed only after member of crew has protected.		
Stafford, Trains and Engines stop at Main and Broadway St. Crossings and proceed only after member of crew has protected.		
Newton, Trains and Engines stop at crossing of East Eighth Street—U. S. Highway 50—South and proceed only after member of crew has protected.		

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED: (Continued)  
 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	
<b>Coffeyville Subdiv.:</b>									
55	462	9	462	2	55	338	20	339	35
20	449	11	448	14	40	340	39	341	34
55	445	13	445	3	55	343	13	344	11
20	435	9	434	36	45	348	20	348	26
40	434	33	433	27	16	356	40	357	37
50	428	22	427	27	55	358	10	358	17
30	427	18	426	10	60	371	29	372	6
55	423	11	423	0	50	372	19	372	25
60	420	0	419	12	20	383	36	384	5
55	418	20	418	1	40	384	5	385	0
55	409	27	409	20	60	388	2	388	11
60	388	11	388	2	55	409	20	409	27
40	385	0	384	5	55	418	1	418	20
20	384	5	383	36	60	419	12	420	0
50	372	25	372	19	55	423	0	423	11
60	372	6	371	29	30	426	10	427	18
55	358	17	358	10	50	427	27	428	22
16	357	37	356	40	40	433	27	434	11
45	348	26	348	20	40	434	11	434	31
55	344	11	343	13	55	445	3	445	13
40	341	34	340	39	40	448	35	449	11
55	339	35	338	20	40	462	2	462	9
30	334	41	334	31					
<b>Arkansas City Subdiv.:</b>									
20	498	18	498	6	20	498	6	498	18
<b>Clarksville Subdiv.:</b>									
45	436	32	437	7	15	447	7	447	0
30	443	15	443	33	30	443	33	443	15
15	447	0	447	7	45	437	7	436	32
<b>Paris Subdiv.:</b>									
20	512	11	512	5	30	507	10	507	18
10	507	30	507	18	10	507	18	507	30
30	507	18	507	10	20	512	5	512	11
<b>Wagoner Subdiv.:</b>									
40	497	22	498	38	30	640	24	639	24
50	500	4	500	12	65	620	11	620	2
55	501	16	501	20	45	618	29	618	2
50	502	1	502	23	55	616	25	616	1
35	503	2	503	7	55	613	14	612	16
45	507	20	507	28	30	610	10	609	10
50	516	2	516	16	65	571	24	571	16
40	525	17	526	10	65	568	15	568	8
60	531	10	531	20	45	564	13	564	1
45	534	22	535	2	40	560	27	560	23
45	536	1	536	7	50	559	28	559	18
60	538	8	538	14	50	556	11	556	2
55	544	5	545	4	45	554	9	553	23
55	549	22	550	2	50	552	29	552	17
50	551	5	551	15	50	551	15	551	5
50	552	17	552	29	55	550	2	549	22
45	553	23	554	9	55	545	4	544	5
50	556	2	556	11	60	538	14	538	8
50	559	18	559	28	45	536	7	536	1
40	560	23	560	27	45	535	2	534	22
45	564	1	564	13	60	531	20	531	10
65	568	8	568	15	40	526	10	525	17
65	571	16	571	24	50	516	16	516	2
30	609	10	610	10	45	507	28	507	20
55	612	16	613	14	35	503	7	503	2
55	616	1	616	25	50	502	23	502	1
45	618	2	618	29	55	501	20	501	16
65	620	2	620	11	50	500	12	500	4
30	639	24	640	24	40	498	38	497	22

**3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED. (Cont'd):**  
**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	
<b>Van Buren Subdiv.:</b>									
55	347	16	348	18	60	490	26	490	19
50	357	15	359	10	50	479	25	479	19
25	359	10	360	5	50	474	16	474	10
30	372	20	374	0	60	473	23	473	10
60	375	20	375	27	45	472	15	471	20
50	376	4	376	19	55	464	15	464	5
55	377	8	377	28	55	448	13	448	4
50	378	17	378	28	55	442	22	442	2
65	380	0	380	11	60	435	20	435	14
50	381	28	382	2	50	434	31	434	19
65	383	4	383	7	50	427	0	426	27
55	385	8	386	4	65	425	24	425	14
60	386	4	387	15	60	423	0	421	23
30	392	0	392	30	30	418	5	417	0
65	394	29	395	8	60	414	12	414	3
55	412	28	412	35	55	412	35	412	28
60	414	3	414	12	65	395	8	394	29
30	417	0	418	5	30	392	30	392	0
60	421	23	423	0	60	387	15	386	4
65	425	14	425	24	55	386	4	385	8
50	426	27	427	0	65	383	7	383	4
50	434	19	434	31	50	382	2	381	28
60	435	14	435	20	65	380	11	380	0
55	442	2	442	22	50	378	28	378	17
55	448	4	448	13	55	377	28	377	8
55	464	5	464	15	50	376	19	376	4
45	471	20	472	15	60	375	27	375	20
60	473	10	473	23	30	374	0	372	20
50	474	10	474	16	25	360	5	359	10
50	479	19	479	25	50	359	10	357	15
60	490	19	490	26	55	348	18	347	16
					30	346	0	345	30

**Wichita Subdiv.:**

35	432	25	431	20	20	325	23	327	7
45	425	20	425	10	35	339	15	339	29
20	421	28	420	17	35	345	0	345	17
20	417	39	417	37	20	365	30	365	31
45	409	25	408	39	25	366	19	367	37
45	405	26	405	1	20	374	27	374	28
25	386	15	385	2	25	385	2	386	15
20	374	28	374	27	45	405	1	405	26
25	367	37	366	19	45	408	39	409	25
20	365	31	365	30	20	417	37	417	39
35	345	17	345	0	20	420	17	421	28
35	339	29	339	15	45	425	10	425	20
20	327	7	325	23	35	431	20	432	25

**Hutchinson Subdiv.:**

20	561	1	561	0	10	485	2	485	7
20	559	7	559	6	30	485	37	489	10
30	550	25	550	11	50	503	23	504	0
25	533	25	530	19	30	516	25	517	3
30	517	3	516	25	25	530	19	533	25
50	504	0	503	23	30	550	11	550	25
30	489	10	485	37	20	559	6	559	7
10	485	7	485	2	20	561	1	561	0

**McPherson Subdiv.:**

10	501	18	501	12	10	486	25	487	2
10	487	2	486	25	10	501	12	501	18

**3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:**

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:**  
 All types including BX cars..... 3.25 inches
- Six wheel truck cars:**  
 Coaches..... 3.50 inches  
 All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

**3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:**

Miles Per Hour

**All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:**

With trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

**3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:**

- Pile Drivers..... 25
- Steam Shovels..... 25
- Bridge Derrick Cars (non-revolving)..... 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; and 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.

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.

SPECIAL INSTRUCTIONS

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued):	Miles Per Hour
American Ditchers (self-propelling).....	25
<p>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.</p>	
Locomotive Cranes or Clam Shells.....	25
<p>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.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	
Wrecking Cranes (non-self-propelling).....	25
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling work equipment shown in Item 3-G must be restricted to five miles per hour less than such minimum freight train speed.</p>	

3-G.—(Concluded):	Miles Per Hour
Wrecking Cranes (self-propelling):	
<p>The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:</p>	
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
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"
Scale Test Cars (Except MPX 5121).....	30
Scale Test Car MPX 5121.....	Maximum Train Speed Consist "A"
<p>Scale test cars must be handled next to caboose.</p>	

**3-H. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

**3-I. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

(Concluded from Back Cover)

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
★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.....	.....	434	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.....	MOrris 7-3201	Ozark.....	MOrris 7-5391.
★Dr. C. C. Long, Jr., Local & Disp. Surgeon.....	Ozark, Ark.....	Ozark.....	MOrris 7-5161	503 West Main.....	MOrris 7-6121.
★Dr. E. W. Pillstrom.....	Ozark, Ark.....	Ozark & Altus.....	MOrris 8-2211	Altus, Ark.....	MOrris 8-2213.
★Dr. J. M. Kolb, Local & Disp. Surgeon.....	Clarksville, Ark.....	114½ South Fulton.....	PLEasant 4-2007	121 Rogers.....	PLEasant 4-2009.
★Dr. G. L. Hardgrave.....	Clarksville, Ark.....	Morgan Bldg.....	PLEasant 4-2711	501 Filmore.....	PLEasant 4-2813.
★Dr. Douglas H Lowery, Local Surgeon.....	Russellville, Ark.....	213 South Commerce.....	156	Route No. 3, Box 28.....	1727.
★Dr. O. M. Williams, Local Surgeon.....	Russellville, Ark.....	213 South Commerce.....	156	218 West Circle Drive.....	1370.
★Dr. E. P. Griffin.....	Atkins, Ark.....	Goodbye Bldg.....	150	402 Darr.....	7.
★Dr. H. E. Mobley.....	Morrilton, Ark.....	207 South Moose.....	252	404 South Moose.....	60.
★Dr. E. L. Dunaway.....	Conway, Ark.....	Halter Bldg.....	942	1716 Scott.....	889.

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

# 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	PRospect 1-0500 MAn 1-1000—Station 730		
<b>HOSPITAL</b>	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221		
★Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	300 Ridgeway	MOhawk 6-1515
★Dr. L. G. Holt, Assistant District Surgeon	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	5700 Country Club	MOhawk 3-8907
★Dr. S. C. Fulmer, Physician In Charge	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	2018 Wolfe	FRanklin 5-8698
★Dr. W. D. Appenfeller	Osawatomie, Kan.	558½ Main	174	307 Main	538
★Dr. J. P. Fowler	Osawatomie, Kan.	507 Sixth	274	1135 Parker	1440
★Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	559 Main	45	12th & Pacific	128
★Dr. A. J. Turner	Garnett, Kan.	520 Oak	80	302 Walnut	80
★Dr. C. B. Harris	Garnett, Kan.	320 South Oak	256	101 Oak	338
<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. G. R. Lee	Yates Center, Kan.	1111 South State	135	408 East Rutledge	237
★Dr. B. H. Rouse	LeRoy, Kan.	LeRoy	128	LeRoy	123
★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
<b>EMERGENCY STATION</b>	Coffeyville, Kan.	Coffeyville Memorial Hospital	3700	1400 West Fourth	
★Dr. J. F. Coyle, Division Surgeon	Coffeyville, Kan.	205 West Seventh	273	602 Elm	664
★Dr. A. E. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	286-3700	608 Highland	2775
★Dr. H. C. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	2038	501 Overbrook	2143
★Dr. W. F. Coon	Caney, Kan.	200½ West Fourth	261	101 West Taylor	262
★Dr. L. C. Hays, Local Surgeon	Cedarvale, Kan.	Cedarvale	300	Cedarvale	23
★Dr. W. K. Walker	Sedan, Kan.	111 East Cherokee	642	417 North Montgomery	643
★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. A. R. Heasty	Conway Spgs., Kan.	Conway Springs	47	Conway Springs	247
Dr. F. D. Evans	Conway Spgs., Kan.	Conway Springs	9-W	Conway Springs	
★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. G. L. Campbell	Arkansas City, Kan.	507 AC Office Bldg.	171	925 North Second	390
★Dr. J. E. Hill	Arkansas City, Kan.	AC Bldg.	30	407 West Vins	172
★Dr. L. E. Beal	Fredonia, Kan.	318 North Sixth	32	109 South Fifteenth	544
★Dr. R. J. Beal	Fredonia, Kan.	600 Madison	268	136 South Fifth	505
<b>EMERGENCY STATION</b>	Ft. Scott, Kan.	Mercy Hospital, 816 Burke	208		
★Dr. W. T. Wilkening, Resident Surgeon	Ft. Scott, Kan.	11½ East First	1930	512 South Judson	2030
★Dr. R. R. Nevitt	Ft. Scott, Kan.	209 South Main	1577	612 Lakin Drive	2320
★Dr. A. R. Chambers	Iola, Kan.	20 North Wash.	303	210 South Oak	377
★Dr. F. C. Basham	Eureka, Kan.	411 North Main	622	708 East Second	406
★Dr. F. E. Dillenbeck	Eldorado, Kan.	226½ West Central	2100	305 South Washington	1200
★Dr. R. M. Brian	Eldorado, Kan.	226½ West Central	2100	1133 West First	1360
<b>EMERGENCY STATION</b>	Wichita, Kan.	St. Francis Hospital	HObart 4-1141	928 North Emporia	HObart 4-1141
★Dr. H. H. Loewen, Resident Surgeon	Wichita, Kan.	1004 North Market	FORest 3-3023	1325 McLean Blvd.	WHitehall 3-0993
★Dr. A. E. Hiebert	Wichita, Kan.	3306 East Central	MURray 2-6568	1530 Parker	HObart 4-0447
★Dr. P. M. Hulett	Anthony, Kan.	128½ West Main	367	837 North Anthony	413
★Dr. Lawrence W. Patakowski	Hardtner, Kan.	802 Drumm	300	606 South Ninth	331
★Dr. J. W. Hertzler	Newton, Kan.	210 South Pine	2200	214 South East Second	869
★Dr. F. S. Brenneman	Heaston, Kan.	Box 5	97	Box 5	93
★Dr. W. E. Kaufman	Mound Ridge, Kan.	301 North Schmidt	204	615 South Christian	196
★Dr. G. E. Finkle	McPherson, Kan.	222 East Kansas	200	1125 East Kansas	1424
★Dr. C. W. Haines	Haven, Kan.	North Kansas	136X	North Kansas	136Y
★Dr. C. W. Hall	Hutchinson, Kan.	100 First West, Clinic Bldg.	300-301-302	101 West Nineteenth	365
★Dr. J. D. Burger	Nickerson, Kan.	10 Nickerson	4W	D and Pierce	4J
★Dr. P. E. Beauchamp	Sterling, Kan.	105 North Broadway	134	215 South Fifth	28
★Dr. J. T. Grimes	Lyons, Kan.	132 East Avenue S.	179	404 South Pioneer	669
★Dr. R. E. Bula	Lyons, Kan.	209 East Avenue S.	288	613 South Douglas	216
★Dr. R. E. Baldrige	Kingman, Kan.	134 North Main	74	831 North Main	340
★Dr. G. H. Grieve	Turon, Kan.		55-2		55-3
★Dr. C. E. Brown	Stafford, Kan.	102 North Main	37	320 North Union	421
★Dr. W. R. Brenner	Larned, Kan.	622 Topeka	62	801 Santa Fe	602
★Dr. H. L. Patterson	Larned, Kan.	622 Topeka	62	841 West Eighth	844
★Dr. S. A. Lang	Nowata, Okla.	109 North Pine	616	409 North Pine	614
★Dr. M. E. Gordon	Claremore, Okla.	407½ West Third	68	1515 West Talbert	746
★Dr. H. R. Tuttle	Wagoner, Okla.	110 North Main	246	1005 SE 10th	656
★Dr. G. C. Wallis	Fort Gibson, Okla.	Corner Drug Store	89		83
★Dr. V. O. Matthews, Local Surgeon	Muskogee, Okla.	1119 West Broadway	MURray 2-4661	2500 Haskell Blvd.	MURray 7-5263
★Dr. S. S. Kirkland, Local Surgeon	Sallisaw, Okla.		214	Sallisaw	222
★Dr. J. A. Cheek	Sallisaw, Okla.	Medical Bldg.	140	Sallisaw	84
<b>EMERGENCY STATION</b>	Van Buren, Ark.	822½ Main			
★Dr. C. B. Dixon, Asst. Surgeon	Van Buren, Ark.	814½ East Main	GRRanite 4-6411	1200 Cherry	GRRanite 4-2152
<b>EMERGENCY STATION</b>	Ft. Smith, Ark.	Sparks Memorial Hospital			
★Dr. F. H. Krock, Division Surgeon	Ft. Smith, Ark.		SUNset 2-4092	3700 Free Ferry Road	SUNset 3-4832
★Dr. R. E. Crigler	Ft. Smith, Ark.		SUNset 2-4092	1328 Bluff	SUNset 3-8648
★Dr. C. T. Chamberlain	Ft. Smith, Ark.		SUNset 2-4092	2701 Herbert	SUNset 3-2539
Dr. A. B. Martin	Ft. Smith, Ark.	Holt-Krock Clinic, 1500 Dodson Ave.	SUNset 2-4092	2121 Wolfe Lane	SUNset 3-1237
Dr. J. D. Olson	Ft. Smith, Ark.		SUNset 2-4092	305 North Sixteenth	SUNset 3-1457

(Continued on Page 17)

★Medical Examiners for Examination of all Applicants.  
 ★★Medical Examiners for Examination of Applicants not required to take color perception test  
 Central Division (1)