

DIVISION OFFICERS

- H. B. DAVIS.....Superintendent.....Wichita, Kan.
- G. T. GRAHAM.....Trainmaster, Coffeyville,
Conway Springs,
Arkansas City and
Roper Subdivs.....Coffeyville, Kan.
- E. J. DRIMMEL....Trainmaster, Wagoner, Paris,
Van Buren, 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.
- R. W. DIAMOND...Road Foreman of Engines...Wichita, Kan.
- R. R. OVERFELT...Road Foreman of Engines..Van Buren, Ark.
- R. V. FALKNER....Division Trainmaster, Paris,
Van Buren, 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 Belle Plaine and
Conway Springs) Subdivs..Wichita, Kan.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

CENTRAL DIVISION

TIMETABLE No. 3

Effective 12:01 a. m. Sunday, April 17, 1960

CENTRAL STANDARD TIME

Superseding Central Division Timetable No. 2,
effective March 29, 1959, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF CENTRAL DIV. SPECIAL INSTRUCTIONS
NO. 1 EFFECTIVE JULY 1, 1958.

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

L. A. GREGORY, Vice President-Operation.

E. C. SHEFFIELD, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

G. M. HOLZMANN, General Manager.

D. T. BARKSDALE, 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When properly authorized, rules may be cancelled, superseded or changed by: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.

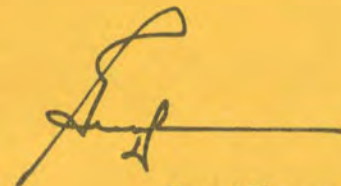
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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.

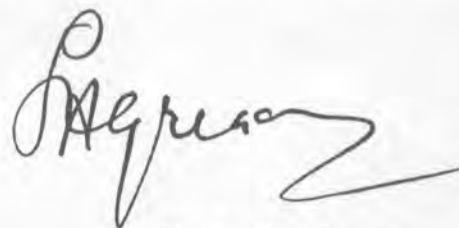
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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
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 Crane.
 - 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

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 3				SECOND CLASS			
799 Local Freight					APRIL 17, 1960				796 Local Freight			
Daily Ex. Sun.				STATIONS		Daily Ex. Sun.						
			7 55AM	503.50	Note 1	P. GREENWOOD JCT....Y	L 164	70	1 15PM			
				507.29			3.79 P. WEST FT. SMITH. OKLA	LG 4				
			8 15	508.02		0.73 P. FORT SMITH, ARK...Y§	LD 5	Yd.	1 00			
				509.36	A B S	1.34 S. L.-S. F. CROSSING.....						
				509.37			0.01 K. C. S. CROSSING.....					
				512.18		2.81 P.....BUELL.....	LG 11					
			8 40	512.82		0.64 LS SOUTH FORT SMITH.....	LD 10	15	12 45			
			8 55	518.14		5.32.....BARLING.....	LD 16	15	12 30PM			
				519.42		1.28 P.....FORT CHAFFEE.....Y	LD 17					
				526.18		6.76 P.....LAVACA.....	LD 24					
				530.96		4.78.....URSULA.....	LD 29					
				535.30		4.34 LS.....CHARLESTON.....	LD 33					
			9 55	536.06		0.76 P.....THESSING.....		37	11 42AM			
				540.08		4.02.....BRANCH.....	LD 38					
				544.16		4.08 P.....RATCLIFF.....	LD 42					
			10 30	549.46		5.30 P.....HAMILTON MINE.....		37	11 10			
			10 40AM	553.11		3.65 TP.....PARIS.....Y§	LD 51	Yd.	11 00AM			
			Daily Ex. Sun.			49.61			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					No. 3							
197 Local Freight					APRIL 17, 1960							
Daily Ex. Sunday				STATIONS								
			7 30AM	447.25		P.....AA JCT.....						
			7 40	443.74		3.51 LS.....CLARKSVILLE.....	L101	13				
			7 50	438.37		5.37 P.....LAMAR.....	L 95	38				
			7 55AM	435.85		2.52 P.....BB JCT.....	L 93					
			Daily Ex. Sunday			11.40						

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 No. 3 APRIL 17, 1960		TRAINS SOUTHWARD							
				SECOND CLASS							
				783 Red Ball Freight Daily Ex. Monday	161 Red Ball Freight Daily	199 Local Freight Daily Ex. Sunday	175 Red Ball Freight Daily	171 Red Ball Freight Daily	181 Red Ball Freight Daily		
STATIONS											
KANSAS CITY					3 00AM			7 00AM	8 00PM	8 10PM	
341	333.17	CS...OSAWATOMIE...@DWY	1.29		6 30AM		7 00AM	11 00AM	10 05PM	11 40PM	
	334.46	Note 1 { P...SK JCT...Y	7.65		6 33AM		7 05AM	11 04AM	10 10PM	11 45PM	
R 9	342.11	{ P...LANE	6.06		6 48		7 25	11 14	10 20	12 01AM	
R 15	348.17	LS...GREELEY	5.30								
R 20	353.47	P...HEOLA	3.97		7 10		7 50	11 29	10 39 ¹⁷⁰	12 18	
	357.44	A. T. & S. F. CROSSING	0.17								
R 24	357.61	LS...GARNETT	4.20		7 20		8 13	11 35	10 44	12 30	
R 29	361.81	P...BIRCH	4.55		7 30		8 30	11 43	10 55 ¹⁸⁰	12 36	
R 33	366.36	MONT IDA	5.55								
R 39	371.91	P...DIXON	1.76		8 02		8 50	11 57AM	11 08	1 05 ¹⁷⁶	
R 41	373.67	LS...WESTPHALIA	3.79								
R 44	377.46	TP...ALICEVILLE	6.41								
	383.87	P...RO SIDING	0.53		8 25		9 30	12 22PM ¹⁹⁸	11 23	1 20	
R 51	384.40	LS...LE ROY	7.51								
R 59	391.91	TP...VERNON	6.67		8 55		9 50	12 32	11 33	1 30	
	398.58	WICHITA SUBDIV. CROSSING	0.01								
H 85	398.59	LS...DURAND...@DWY	6.70		9 10		10 15	12 41	11 42	1 45	
R 72	405.29	TP...ROSE	5.96		9 20		10 35 ¹⁹⁸	12 50	11 51PM	1 55	
R 78	411.25	LS...BUFFALO	3.91								
R 82	415.16	P...ROPER...Y	2.46		9 34		11 00	1 07	12 08AM ¹⁷⁶	2 12	
	417.62	A. T. & S. F. CROSSING	0.08								
R 85	417.70	P...BENEDICT	2.83								
R 88	420.53	P...GUILFORD	6.71		9 53 ¹⁹⁸		11 29	1 17	12 15	2 22	
R 94	427.24	LS...ALTOONA	7.58		10 02		11 55AM	1 28	12 24	2 45	
R102	434.82	LS...NEODESHA	0.05		10 15		12 28PM	1 43	12 34	3 00	
	434.87	S. L.-S. F. CROSSING	6.53								
R109	441.40	P...SYCAMORE	6.97		10 30		1 00	1 56	12 43	3 15	
	448.37	A. T. & S. F. CROSSING	0.23								
	448.60	A. T. & S. F. CROSSING	0.51								
R116	449.11	LS...INDEPENDENCE...DY	4.01		10 48		1 25	2 11	12 53	3 45	
R120	453.12	P...BLAKE	9.33		10 58		1 31	2 21	12 59	3 55	
R130	462.45	Note 2 { P...DEARING	5.38		4 25AM		1 43	2 40	1 12	4 15	
R135	467.83	{ CS...COFFEYVILLE...@DWY	134.66		5 10AM		1 55PM	3 00PM	1 35AM	5 05AM	
					Daily Ex. Monday		Daily Ex. Sunday	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.

Siding Capacity in Cars	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 3 APRIL 17, 1960		TRAINS NORTHWARD SECOND CLASS							
				198 Local Freight Daily Ex. Sunday	168 Red Ball Freight Daily	780 Red Ball Freight Daily Ex. Sunday	180 Red Ball Freight Daily	170 Red Ball Freight Daily	176 Red Ball Freight Daily		
				STATIONS							
		KANSAS CITY			1 30AM				2 00AM	5 00AM	
Yd.	333.17	CS.....	OSAWATOMIE...@DW\$	4 00PM	8 35PM			11 50PM	11 30PM	2 20AM	
	334.46	Note 1	1.29								
	125	P.....	SK JCT.....Y	3 55PM	8 30PM			11 35PM	11 05PM	2 05AM	
	342.11	P.....	LANE.....	3 00	6 50			11 23	10 55	1 50	
	348.17	LS.....	GREELEY.....								
125	353.47	P.....	HECLA.....	2 30	6 30			11 09	1039 ¹⁷¹	1 35	
	357.44		A. T. & S. F. CROSSING.....								
73	357.61	LS.....	GARNETT.....	2 20	6 20			11 03	10 25	1 25	
92	361.81	P.....	BIRCH.....	1 40	6 05			1055 ¹⁷¹	10 10	1 18	
	366.36		MONTIDA.....								
125	371.91	P.....	DIXON.....	1 05	5 45			10 30	9 50	1 05 ¹⁶¹	
	373.67	LS.....	WESTPHALIA.....								
	377.46	TP.....	ALICEVILLE.....								
100	383.87	P.....	RO SIDING.....	1222 PM ¹⁷⁵	5 15			10 14	9 30	12 50	
	384.40	LS.....	LE ROY.....								
125	391.91	TP.....	VERNON.....	11 37AM	4 55			9 59	9 05	12 40	
	398.58		WICHITA SUBDIV. CROSSING.....								
109	398.59	LS.....	DURAND...@DWY	11 05	4 40			8 45 ¹⁷⁰	8 45 ¹⁸⁰	12 30	
	405.29	TP.....	ROSE.....	10 35 ¹⁹⁹	4 25			7 47	8 30	12 20	
	411.25	LS.....	BUFFALO.....								
125	415.16	P.....	ROPER.....Y	10 03	4 05			6 50	8 17	12 08 ¹⁷¹	
	417.62		A. T. & S. F. CROSSING.....								
	417.70	P.....	BENEDICT.....								
75	420.53	P.....	GUILFORD.....	9 53 ¹⁶¹	3 50			6 30	8 09	12 01AM	
54	427.24	LS.....	ALTOONA.....	9 30	3 35			5 50	8 00	11 52PM	
120	434.82	LS.....	NEODESHA.....	9 15	3 20			5 35	7 50	11 42	
	434.87		S. L.-S. F. CROSSING.....								
74	441.40	P.....	SYCAMORE.....	8 50	3 10			4 50	7 40	11 33	
	448.37		A. T. & S. F. CROSSING.....								
	448.60		A. T. & S. F. CROSSING.....								
72	449.11	LS.....	INDEPENDENCE...DY	8 35	3 00			4 20	7 30	11 23	
70	453.12	P.....	BLAKE.....	8 20	2 53			3 50	7 22	11 16	
125	462.45	Note 2	DEARING.....	8 05	2 40			3 10PM	3 30	7 10	11 03
Yd.	467.83	CS.....	COFFEYVILLE...@DWY\$	7 55AM	2 20PM			3 00PM	3 15PM	7 00PM	10 50PM
			134.66	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	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.

WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

Station Number	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 3 APRIL 17, 1960		TRAINS SOUTHWARD										
				SECOND CLASS										
				171 Red Ball Freight	191 Local Freight		161 Red Ball Freight	791 Local Freight	175 Red Ball Freight					
STATIONS		Daily	Tue., Thur., Sat.		Daily	Daily Ex. Sunday	Daily							
R135	663.30	CS.....	COFFEYVILLE...@DWY\$											
			0.47											
	662.83	Note 1	TP... COFFEYVILLE YD., Kan.....	2 05AM	8 00AM		1 10PM		4 00PM					
	660.55			M.-K.-T. CROSSING.....										
				0.53										
L321	660.02		P... SOUTH COFFEYVILLE, Okla.....	2 15	8 10		1 15		4 10					
			9.32											
L311	650.70	LS.....	LENAPAH.....	2 27	8 22		1 27		4 31					
			5.14											
L306	645.56	TP.....	DELAWARE.....											
			5.37											
L300	640.19	LS.....	NOWATA.....	2 40	9 20		1 40		4 50 ¹⁷⁰					
			5.76											
L294	634.43	P.....	WATOVA.....	2 47	9 30		1 47		4 58					
			6.57											
L288	627.86	LS.....	TALALA.....											
			5.75											
L282	622.11	P.....	OOLOGAH.....	3 05	9 50		2 15 ¹⁹²		5 17					
			11.77											
	610.34		SL-SF CROSSING.....											
			0.58											
L270	609.76	LS.....	CLAREMORE.....Y	3 22	10 18 ¹⁶⁸		2 45		5 34					
			12.85											
L257	596.91	LS.....	INOLA.....	3 39	10 50AM		3 16 ¹⁷⁰		5 51					
			8.25											
L249	588.66	P.....	NEODESHA.....											
			7.10											
	581.56	CS.....	WAGONER TOWER { M.-K.-T. Crossing											
			0.07											
L242	581.49	TP.....	WAGONER.....Y\$	4 00	12 30PM		4 00		6 11					
			8.15											
L233	573.34	LS.....	OKAY...../K.O.&G. Crossing	4 15AM	1 02		4 15		7 00PM					
			4.66											
	568.68		S. L.-S. F. CROSSING.....											
			0.70											
L228	567.98	LS.....	FORT GIBSON.....		1 12		4 25							
			10.46											
L218	557.52	P.....	BRAGGS.....		1 30		4 38							
			11.08											
L206	546.44	P.....	GORE.....		2 09		4 54							
			5.57											
L201	540.87	P.....	UPSON.....		2 17		5 03							
			3.44											
L197	537.43	LS.....	VIAN.....											
			7.02											
L190	530.41	P.....	ASHBY.....		2 35		5 20							
			3.71											
	526.70	CS.....	SALLISAW TOWER { K. C. S. Crossing											
			0.89											
L186	525.81	TP.....	SALLISAW.....		2 55		5 30							
			6.08											
L180	519.73	P.....	HANSON.....		3 05		5 40							
			6.82											
L173	513.11	TP.....	MULDROW.....		3 15		5 55							
			4.87											
L168	508.24	P.....	ROLAND.....											
			4.57											
L164	503.67	Note 2	P. Greenwood Jct., Okla...Y		3 35		6 15		1 15PM					
				5.26										
	498.41			S. L.-S.F. CROSSING, ARK.										
			0.40											
L158	498.01		P... VAN BUREN.....											
			0.72											
	497.29		CS VAN BUREN YARD @DWY\$		4 00PM		8 00PM		1 35PM					
			166.01											
				Daily	Tue., Thur., Sat.		Daily	Daily Ex. Sunday	Daily					

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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

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	TIMETABLE		TRAINS NORTHWARD						
		No. 3		SECOND CLASS						
		APRIL 17, 1960		168 Red Ball Freight	790 Local Freight		192 Local Freight	170 Red Ball Freight	176 Red Ball Freight	
		STATIONS		Daily	Daily Ex. Sun.	Mon., Wed., Fri.	Daily	Daily	Daily	
Yd.	663.30	CS.	COFFEYVILLE . . . @DWY\$ 0.47							
Yd.	662.83	Note 1	TP. . . COFFEYVILLE YD., Kan. 2.28	1 10PM		3 50PM	6 00PM	10 35PM		
Yd.	660.55		TP. . . M.-K.-T. CROSSING 0.53							
80	660.02	P.	SOUTH COFFEYVILLE, Okla. 9.32	11 35AM		3 25	5 20	10 20		
125	650.70	LS.	LENAPAH 5.14	11 22		3 10	5 05	10 07		
Yd.	645.56	TP.	DELAWARE 5.37							
90	640.19	LS.	NOWATA 5.76	11 05		2 50	4 50 ¹⁷⁵	9 53		
125	634.43	P.	WATOVA 6.57	10 57		2 37	4 20	9 45		
Yd.	627.86	LS.	TALALA 5.75							
⁹⁰ 670	622.11	P.	OOLOGAH 11.77	10 38		2 15 ¹⁶¹	3 55	9 30		
Yd.	610.34		SL-SF CROSSING 0.58							
114	609.76	LS.	CLAREMORE Y 12.85	10 18 ¹⁹¹		1 35	3 35	9 15		
125	596.91	LS.	INOLA 8.25	9 58		12 57	3 16 ¹⁶¹	8 55		
Yd.	588.66	P.	NEODESHA 7.10							
Yd.	581.56	CS.	WAGONER TOWER . . . {M.K.T. 0.07 Crossing							
200	581.49	TP.	WAGONER Y 8.15	9 35		12 30PM	2 55	8 35		
80	573.34	LS.	OKAY {K.O.&G. 4.66 Crossing	9 23		11 01AM	2 45PM	8 25PM		
Yd.	568.68		S. L.-S. F. CROSSING 0.70							
68	567.98	LS.	FORT GIBSON 10.46	9 15		10 37				
125	557.52	P.	BRAGGS 11.08	8 59		10 23				
76	546.44	P.	GORE 5.57	8 42		10 01				
132	540.87	P.	UPSON 3.44	8 34		9 50				
Yd.	537.43	LS.	VIAN 7.02							
70	530.41	P.	ASHBY 3.71	8 17		9 25				
Yd.	526.70	CS.	SALLISAW TOWER . . . {K. C. S. 0.89 Crossing							
70	525.81	TP.	SALLISAW 6.08	8 10		9 15				
84	519.73	P.	HANSON 6.62	8 01		8 45				
70	513.11	TP.	MULDROW 4.87	7 50		8 35				
Yd.	508.24	P.	ROLAND 4.57							
70	503.67	Note 2	P. . Greenwood Jct., Okla. . . Y 5.26	7 30	7 55AM	8 05				
Yd.	498.41			S. L.-S. F. CROSSING, ARK. 0.40						
Yd.	498.01			P. . . VAN BUREN 0.72						
Yd.	497.29		CS. VAN BUREN YARD @DWY\$	7 15AM	7 30AM	7 50AM				
			166.01	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 No. 3 APRIL 17, 1960			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS										SECOND CLASS				
	161 Red Ball Freight	197 Local Freight			STATIONS					168 Red Ball Freight	190 Local Freight			
	Daily	Daily Ex. Sunday						Daily	Daily Ex. Sunday					
	9 15PM	5 30AM	497.29	CS. VAN BUREN YARD @DWY§				L158	Yd.	6 40AM	2 45PM			
	9 35	5 43	489.45	7.84 LS. ALMA				L149	75	6 10	2 30			
	9 45	6 00	168 484.65	4.80 P. DYER				L145	90	6 00	197 2 15			
			479.79	4.86 TP. MULBERRY				L140						
	10 15	6 23	470.00	9.79 P. POPING				L130	131	5 25	1 45			
	10 25	7 00	464.81	5.19 LS. OZARK				L125	78	5 15	1 35			
	10 45	7 11	456.59	8.22 P. ALIX				L119	125	5 01	1 15			
			449.31	7.28 P. HARTMAN				L112						
			445.12	4.19 MONTANA				L107						
	11 20	7 29	445.65	2.63 LS. SPADRA				L105	90	4 39	12 35			
	11 21	7 30AM	443.02	0.45 P. AA JCT						4 38	12 20PM			
			442.57	6.72										
			435.85	Via Clarksville Subdiv.										
	11 40	7 55AM	435.85	P. BB JCT				L 93		4 19	11 59AM			
	11 45PM	8 00	433.54	2.31 P. KNOXVILLE				L 91	91	4 15	11 55			
	12 15AM	8 10	427.85	5.69 P. SCOTIA				L 85	90	4 08	11 45			
			425.46	2.39 LONDON				L 82						
	12 45	9 50	417.77	7.69 LS. RUSSELLVILLE				L 75	118	3 52	11 00			
			417.60	0.17 D. & R. CONNECTION										
			412.09	5.51 POTTSTVILLE				L 69						
			410.70	1.39 P. WORTHEN				L 68	141	3 32	10 20	197		
	1 05	10 20	405.85	4.85 LS. ATKINS				L 63	54	3 25	9 52			
	1 15	10 45	400.09	5.76 P. BLACKVILLE				L 57	90	3 15	9 42			
	1 25	11 00	392.53	7.56 LS. MORRILTON				L 50	90	3 00	9 32			
	1 40	11 18	386.80	5.73 P. PLUMERVILLE				L 44						
			381.39	5.41 P. MENIFEE				L 38	91	2 45	8 58			
			378.82	2.57 P. GLEASON				L 36						
			373.14	5.68 LS. CONWAY				L 30	144	2 30	161 7 55			
			363.65	9.49 P. MAYFLOWER				L 21	90	2 07	7 32			
			359.82	3.83 P. PALARM				L 17						
			356.29	3.53 P. WEST MARCHE				L 13						
			353.30	2.99 P. MARCHE				L 10	92	1 47	7 08			
	3 05	12 45	349.54	3.76 P. JEFFERY				L 6						
			345.73	3.81 LEVY				L 3						
			345.63	0.10 MILITARY JCT										
	3 20	1 10	344.26	1.37 P. XO JCT						1 31	6 46			
			343.67	0.59 CS NO. LITTLE ROCK @DWY§				X344	Yd.	1 30AM	6 45AM			
	Daily	Daily Ex. Sunday		153.60						Daily	Daily Ex. Sunday			

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 XO Jct. and North Little Rock, be Governed by Arkansas Division Special Instructions, Item 18.

WICHITA SUBDIV. — BETWEEN FORT SCOTT AND 25TH STREET YARD

TRAINS WESTWARD

TRAINS EASTWARD

SECOND CLASS

SECOND CLASS

SECOND CLASS			Miles from St. Louis	TIMETABLE		Station Numbers	Siding Capacity in Cars	SECOND CLASS					
497 Local Freight Daily Ex. Sun.	787 Local Freight Daily Ex. Sun.	461 Red Ball Freight Daily Ex. Mon.		No. 3 APRIL 17, 1960				794 Local Freight Daily Ex. Mon.	460 Red Ball Freight Daily Ex. Sun.	786 Local Freight Daily Ex. Sun.	496 Local Freight Daily Ex. Sun.		
				STATIONS									
				ST. LOUIS									
				KANSAS CITY									
		8 10PM											
			326.27	LS.	FT. SCOTT	H 27			6 35AM				
			326.43		JD JCT				6 10AM				
			326.56	P.	FT. SCOTT YARD		Yd.					8 40PM	
2 00PM			327.18		M.-K.-T. CROSSING								
			336.28	P.	REDFIELD	H 37							
			341.59	TP.	UNIONTOWN	H 43							
2 50			348.95	TP.	BRONSON	H 50	98					7 35	
			354.28		M.-K.-T. CROSSING								
			354.42	TP.	MORAN	H 55							
			361.62	TP.	LA HARPE	H 63							
			365.86		M.-K.-T. CROSSING								
			367.41	P.	IOLA	H 68							
			367.83		A. T. & S. F. CROSSING								
4 03			368.01		AA SIDING		31					6 35	
4 15			374.78	LS.	PIQUA	H 76	34					6 20	
			374.79		M.-K.-T. CROSSING								
			378.91		ATHENS	H 80							
			383.64	LS.	DURAND @DWY	H 85	95		9 25PM			6 00PM	
		2 00AM	383.64		COFFEYVILLE SUBDIV. Crossing								
		2 15	386.09	TP.	YATES CENTER	H 87	103		5 15				
		2 30	394.45	P.	BATESVILLE	H 96	95		5 01				
			399.58	LS.	TORONTO	H101							
		2 55	407.67	TP.	NEAL	H109	92		4 35				
			413.98	P.	TONOVAY	H115							
			417.88		A. T. & S. F. CROSSING								
		3 25	420.77	TP.	EUREKA	H122	87		4 12				
		3 40	430.68	P.	REECE	H132	74		3 58				
			435.18	P.	SALLYARDS	H136							
		4 00	438.64	P.	SUMMIT	H140	92		3 43				
			441.60	LS.	ROSALIA	H143							
		4 14	446.99	P.	PONTIAC	H148	96		3 30				
		4 22	452.32	P.	KY SIDING		96		3 10				
		6 00AM	453.57	LS.	EAST ELDORADO		Yd.		3 05			4 30PM	
			454.24	P.	ELDORADO	H155							
			454.37		A. T. & S. F. CROSSING								
		6 06AM	454.65		MC JCT		Y		3 00			4 01PM	
			460.18	P.	MIDIAN	H161	57		2 50				
			463.26	P.	TOWANDA	H164							
		5 10	469.11	P.	BENTON	H170	94		2 35				
			474.40		GREENWICH	H175							
		5 27	478.71	P.	TOLERVILLE	H180	76		2 21				
		5 45AM	482.06	LS.	25th Street Yard @DWY	H183	Yd.		2 15PM				
					WICHITA								
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	155.79					Daily Ex. Mon.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	

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

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

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE				Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS			No. 3						FIRST CLASS		SECOND CLASS	
795 Local Freight	479 Red Ball Freight		411 Passenger		APRIL 17, 1960						412 Passenger		478 Red Ball Freight	794 Local Freight
Sun., Tue., Thur.	Daily Ex. Sunday		Daily	STATIONS				Daily		Daily Ex. Sunday	Mon., Wed., Fri.			
7 20AM	7 00AM			482.06	LS...	25th Street Yard. @DWY	0.34	H183	Yd.			12 35PM	1 15PM	
				482.40	.....	S. L. S. F. CROSSING	0.26						
				482.66	.....	C. R. I. & P. CROSSING	0.34						
				483.00	.....	W. T. A. CROSSING	0.01						
				483.01	.....	A. T. & S. F. CROSSING	2.05						
7 35	7 15		10 00PM	485.06	ABS	LS..... WICHITA	0.36	H186		\$ 5 45AM		11 50AM	\$ 1 00	
				485.42	.....	M. V. CROSSING	0.52						
7 40AM	7 30		10 06	485.94	P.....	HD JCT	9.07	Y		5 25		11 39	12 55PM	
	7 45		\$ 10 17	495.01	LS.....	MAIZE	4.12	M 10	28	\$ 5 15		11 24		
	7 55		\$ 10 22	499.13	TP.....	COLWICH	5.14	M 14	28	\$ 5 01		11 18		
	8 05		\$ 10 30	504.27	LS.....	ANDALE	5.70	M 19	30	\$ 4 47		11 03		
	8 15		\$ 10 38	509.97	LS.....	MT. HOPE	6.98	M 25	64	\$ 4 36		10 48		
	8 30		\$ 10 48	516.95	LS.....	HAVEN	5.49	M 32	57	\$ 4 24		10 28		
	9 10		\$ 10 56	522.44	LS.....	YODER	3.65	M 37	40	\$ 4 15		10 20		
	9 20		11 01	526.09	.....	ELMER	5.44	M 41	30	4 10		10 15	
				531.53	.....	A. T. & S. F. CROSSING	0.01						
				531.54	.....	A. T. & S. F. CROSSING	0.07						
				531.61	.....	A. T. & S. F. CROSSING	0.43						
				532.09	.....	C. R. I. & P. CROSSING	0.54						
	10 00	478	\$ 11 24	532.63	LS.....	HUTCHINSON	0.96	Y	M 48 42	\$ 3 50		10 00	479	
				533.59	.....	A. T. & S. F. CROSSING	5.04						
	11 00		11 33	538.63	P.....	YAGGY	4.80	M 54	125	3 36		9 25		
	11 15		f 11 39	543.43	TP.....	NICKERSON	7.13	M 59	33	\$ 3 31		9 15		
				550.56	.....	A. T. & S. F. CROSSING	0.55						
	11 30AM		\$ 11 50PM	551.11	TP.....	STERLING	8.13	M 66	24	\$ 3 21		9 00		
				559.24	.....	S. L. S. F. CROSSING	1.30						
	12 01PM		\$ 12 03AM	560.54	LS.....	LYONS	0.54	M 76	47	\$ 3 09		8 40		
				561.08	.....	A. T. & S. F. CROSSING	5.65						
	12 30		12 12	566.73	.....	NOBLE	5.57	M 82	27	3 01		7 35	
	12 45		12 18	572.30	P.....	GY JCT	0.48	Y		2 55		7 20		
	12 50		12 20	572.78		WE JCT	0.52					7 05		
				525.08										
	3 00PM		\$ 12 23AM	524.56	LS.....	GENESEO	0.35	®	532	\$ 2 45AM		7 00AM		
				524.21	P.....	KA JCT	6.73							
				530.94	.....	MIDWAY	7.22	M 96	6				
				538.16	LS.....	KANOPOLIS		Y	M103	23				
			7 10AM		.....	PUEBLO				6 55PM			
			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.

430 KU
600 Roden

78
10
60

5001 kbbob - kets
62/1

12 CONWAY SPRINGS SUBDIV.—BETWEEN DEARING AND CONWAY SPRINGS

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIMETABLE No. 3 APRIL 17, 1960			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	P	DEARING	R 130		4 25AM			
	3 25		435.15		6.44 TYRO	NL 12	21	4 05			
	3 45		442.13	LS	CANEY	NL 19	24	3 50			
	4 00		442.27		0.14 A. T. & S. F. CROSSING						
	4 12		447.78	P	NIOTAZE	NL 24	8	3 30			
			453.25		5.51 PERU	NL 30	30	3 15			
			458.92	LS	SEDAN	NL 36					
	4 50		467.77	P	GIBBS	NL 44	9	2 18			
	5 02		472.42		4.65 WAUNETA	NL 49	18	2 07			
	5 08		474.73	P	LAYTON	NL 51	11	2 01			
	5 23		480.99	LS	CEDARVALE	NL 58	46	1 47			
	5 45		484.89	P	TAUSSIG	NL 62	21	1 38			
	6 00		490.83	P	HOOSER	NL 68	28	1 25			
	6 20	5 00PM	497.71	LS	DEXTER	NL 74	41	1 05	8 00PM		
	6 25PM	5 05	498.12	P	DEXTER JCT.	NL 75		12 55AM	7 55		
		5 20	503.71		5.59 EATON	NL 80	28		7 40		
		5 35	508.70		4.99 TISDALE	NL 85	12		7 25		
		5 55PM	517.25	LS	WINFIELD	NL 94			7 00PM		
					Via A. T. & S. F.				Via A. T. & S. F.		
	6 50PM		537.94	LS	BELLE PLAINE	NL115	24	6 05PM			
			538.68		0.74 A. T. & S. F. CROSSING						
			544.40		5.72 RIVERDALE	NL121					
			544.53		0.13 C. R. I. & P. CROSSING						
	7 35		552.24		7.71 ANSON	NL129	20	5 20			
	8 00PM		558.73	LS	CONWAY SPRINGS	NL135	28	5 00PM			
	Daily Ex. Sunday	Tue., Thur., Sat.			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. 3 APRIL 17, 1960			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	DEXTER JCT.	Y		12 55AM			
			506.85	P	VINTON	NB 9					
	7 05		513.50	LS	SILVERDALE	Y	37	12 23			
			522.58		6.65 A. T. & S. F. CROSSING						
	7 30		522.59		9.08 MIDLAND VALLEY JCT.			12 03			
	7 35PM		522.90	TP	ARKANSAS CITY	Y	Yd.	12 01AM			
	Daily Ex. Sunday				0.31 24.78			Daily Ex. Monday			

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

MCPHERSON SUBDIV.—BETWEEN MC JCT. AND MCPHERSON

13

TRAINS WESTWARD				Miles from St. Louis	TIMETABLE No. 3 APRIL 17, 1960	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
			787 Local Freight Daily Ex. Sunday								
			6 00AM	453.57	LS..... EAST ELDORADO	H 155	Yd.	4 30PM			
				454.24	P..... ELDORADO						
			6 06	454.65	..... MC JCT.....	Y		4 01			
			6 11	456.75	..... OIL HILL.....	PB 2		3 55			
			6 21	461.70	..... HOPKINS.....	PB 7	19	3 45			
			6 33	467.15	LS..... POTWIN.....	PB 13	23	3 30			
			6 50	471.60	..... BRAINERD.....	PB 17	15	2 47			
			7 30	474.56	LS..... WHITEWATER.....	PB 20	20	2 40			
				474.75	..... C. R. I. & P. CROSSING.....						
			7 38	477.49	..... ANNELLY.....	PB 23	24	2 00			
			7 46	481.44	..... McLAINS.....	PB 27	10	1 52			
			7 50	483.10	..... NN SIDING.....		38	1 48			
			8 45	486.88	LS..... NEWTON.....	PB 32	15	1 40			
				487.04	..... A. T. & S. F. CROSSING.....						
			9 00	491.71	..... ZIMMERDALE.....	PB 37		1 00			
			9 10	495.10	..... HESSTON.....	PB 41	22	12 50			
			9 50	501.67	LS..... MOUNDRIDGE.....	PB 47	27	12 35PM			
			10 10	509.99	..... ELYRIA.....	PB 56	26	11 50AM			
				514.98	..... C. R. I. & P. CROSSING.....						
			10 30AM	516.27	LS..... MCPHERSON.....	PB 62	32	11 30AM			
			Daily Ex. Sunday		61.62			Daily Ex. Sunday			

ROPER SUBDIV.—BETWEEN ROPER AND FREDONIA

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIMETABLE No. 3 APRIL 17, 1960	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
			789 Local Freight Daily Ex. Sunday								
			5 30PM	415.16	P..... ROPER.....	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		11.42			Daily Ex. Sunday			

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.....	50	65
Clarksville Subdiv.....	40	59

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

	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 Buell 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.....	40.50	40
Between Reece and Ft. Scott.....	49	49
Hardtner Subdiv.:		
Between HD Jct. and Conway Springs.....	30 35	40 35
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 35	30 35
Larned Subdiv.....	25 25	25 25
Iuka Subdiv.....	20	20
<i>Cn Spgs - elect</i>	40	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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
301 to 392.....	65	1100 to 1130.....	65
513 to 626.....	65	1500 to 1582.....	65
800 to 815.....	30	2000 to 2017.....	85
4100 to 4101.....	35		
4102 to 4103.....	75		
4104 to 4371.....	65	MV-KO&G-OCAA DIESEL ENGINES	
4501 to 4526.....	65	751 to 756.....	65
4601 to 4612.....	65		
4801 to 4826.....	65		
7000 to 7021.....	98		
7100.....	90		
8001 to 8036.....	98	Motor Cars:	
9000 to 9022.....	35	Passenger Motor	
9102 to 9191.....	35	Car No. 670, with mechanical drive	
9200 to 9239.....	35	.....	70

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, and 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.		

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:
(Continued)
LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION 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.:									
55	462	9	462	2	30	334	31	334	41
30	450	10	449	11	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	20	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	30	449	11	450	10
30	334	41	334	31	55	462	2	462	9
Arkansas City Subdiv.:									
20	498	18	498	6	20	498	6	498	18
Clarksville Subdiv.:									
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
Paris Subdiv.:									
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
Wagoner Subdiv.:									
40	497	22	499	8	20	662	4	660	15
50	500	4	500	12	30	640	24	639	24
55	501	3	501	20	65	620	11	620	2
50	502	1	502	23	45	618	29	618	2
35	503	2	503	7	55	616	25	616	1
45	507	20	507	28	55	613	14	612	16
50	516	2	516	16	30	610	10	609	10
60	520	17	521	5	40	582	29	580	17
40	525	17	526	10	65	571	24	571	16
60	531	10	531	20	65	568	15	568	8
45	534	22	535	2	45	564	13	564	1
45	536	1	536	7	40	560	27	560	23
60	538	8	538	14	50	559	28	559	18
55	544	5	545	4	50	556	11	556	2
55	549	22	550	2	45	554	9	553	23
50	551	5	551	15	50	552	29	552	17
50	552	17	552	29	50	551	15	551	5
45	553	23	554	9	55	550	2	549	22
50	556	2	556	11	55	545	4	544	5
50	559	18	559	28	60	538	14	538	8
40	560	23	560	27	45	536	7	536	1
45	564	1	564	13	45	535	2	534	22
65	568	8	568	15	60	531	20	531	10
65	571	16	571	24	40	526	10	525	17
40	580	17	582	29	60	521	5	520	17
30	609	10	610	10	50	516	16	516	2
55	612	16	613	14	45	507	28	507	20
55	616	1	616	25	35	503	7	503	2
45	618	2	618	29	50	502	23	502	1
65	620	2	620	11	55	501	20	501	3
30	639	24	640	24	50	500	12	500	4
20	660	15	662	4	40	499	8	497	22

Paris Subdiv.:		
All trains over Arkansas River Bridge 5075 at Ft. Smith.....	10	10
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. (Cont'd):
LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION 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	
Van Buren Subdiv.:									
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	60	460	7	459	21
50	378	17	378	28	60	457	15	456	28
65	380	0	380	11	55	448	13	448	4
50	381	28	382	2	55	442	22	442	2
65	383	4	383	7	60	435	20	435	14
55	385	8	386	4	50	434	31	434	19
60	386	4	387	15	50	427	0	426	27
30	392	0	392	30	60	425	24	425	14
65	394	29	395	8	55	423	0	421	23
55	412	28	412	35	55	420	10	419	31
60	414	3	414	12	30	418	5	417	0
30	417	0	418	5	60	414	12	414	3
55	419	31	420	10	55	412	35	412	28
55	421	23	423	0	65	395	8	394	29
60	425	14	425	24	30	392	30	392	0
50	426	27	427	0	60	387	15	386	4
50	434	19	434	31	55	386	4	385	8
60	435	14	435	20	65	383	7	383	4
55	442	2	442	22	50	382	2	381	28
55	448	4	448	13	65	380	11	380	0
60	456	28	457	15	50	378	28	378	17
60	459	21	460	7	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	16
45	426	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	16	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
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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.

3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued):

Miles
Per
Hour

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, 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.	
Wrecking Cranes (non-self-propelling).....	25

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.

3-G.—(Concluded):

Miles
Per
Hour

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:

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"

Scale test cars must be handled next to cabooses.

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, 3-F, and 3-G, 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.....	2081.....	Mulberry.....	3181.
★★Dr. W. H. Bollinger.....	Charleston, Ark.....	.....	45-J.....	Charleston.....	45-W.
★Dr. I. H. Jewell, Local & Disp. Surgeon...	Paris, Ark.....	702 North Elm.....	8 F-3.....	702 North Elm.....	300.
★★Dr. W. H. Gibbons, Local & Disp. Surgeon.	Ozark, Ark.....	Ozark.....	MOrris 7-5241.....	Ozark.....	MOrris 7-5391.
★★Dr. C. C. Long, Jr., Local & Disp. Surgeon.	Ozark, Ark.....	Ozark.....	MOrris 7-5121.....	503 West Main.....	MOrris 7-6121.
★Dr. J. M. Koib, Local & Disp. Surgeon....	Clarksville, Ark.....	112 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.....	809 West Main.....	WOODland 7-2156.....	1521 West B.....	WOODland 7-2727.
★Dr. O. M. Williams, Local Surgeon.....	Russellville, Ark.....	809 West Main.....	WOODland 7-2156.....	Bradley Lane.....	WOODland 7-2370.
★★Dr. H. E. Mobley.....	Morrilton, Ark.....	200 South Moose.....	FLEetwood 4-2456.....	404 South Moose.....	FLEetwood 4-4072.
★★Dr. J. E. Mobley.....	Morrilton, Ark.....	200 South Moose.....	FLEetwood 4-2456.....	410 South Main.....	FLEetwood 4-2697.
★★Dr. E. L. Dunaway.....	Conway, Ark.....	1919 Locust.....	780.....	1806 Bruce.....	551.
★★Dr. Robert L. Taylor.....	Conway, Ark.....	201 Halter.....	102.....	2134 Robinson Ave.....	6.

★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
HOSPITAL	St. Louis, Mo.	Grand and Shaw	PRospect 1-0500 MMain 1-1000—Station 7730		
HOSPITAL	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	2013 Wolfe	FRanklin 5-8698
★ Dr. W. O. Appenfeller	Osawatomie, Kan.	528 Brown	PLateau 5-3166	820 Main	PLateau 5-3215
★ Dr. J. T. Fowler	Osawatomie, Kan.	507 Sixth	PLateau 5-3101	320 Main	PLateau 5-3175
★★ Dr. C. B. Harris	Garnett, Kan.	320 South Oak	256	101 Oak	338
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	258
★★ Dr. G. R. Lee	Yates Center, Kan.	1111 South State	135	408 East Rutledge	237
★★ Dr. C. E. Stevenson	Neodesha, Kan.	106 South Fifth	623	901 Iowa	364
★ Dr. J. G. Hughbanks, Local & Disp. Surgeon	Independence, Kan.	113 South Eighth	2345	620 East Maple	2346
★ Dr. A. E. Bair	Independence, Kan.	113 South Eighth	2344		79
EMERGENCY STATION	Coffeyville, Kan.	Coffeyville Memorial Hospital	CLinton 1-1200	1400 West Fourth	
★ Dr. J. F. Coyle, Division Surgeon	Coffeyville, Kan.	205 West Seventh	CLinton 1-2400	602 Elm	CLinton 1-0633
★ Dr. A. E. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	CLinton 1-2350	608 Highland	CLinton 1-1358
★ Dr. H. C. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	CLinton 1-4630	601 Overlook	CLinton 1-2891
★★ Dr. Michael W. Scimeca	Caney, Kan.	501 West Fourth	250	110 West Ninth	543
★★ Dr. L. C. Hays, Local Surgeon	Cedarvale, Kan.	Cedarvale	8-2251	Cedarvale	8-2223
★★ 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
EMERGENCY STATION	Conway Spgs., Kan.	Spring and Seventh	GLadstone 6-2232		
★ Dr. A. R. Heasty	Conway Spgs., Kan.	Conway Springs	GLadstone 6-2232	Conway Springs	GLadstone 6-2462
Dr. F. D. Evans	Conway Spgs., Kan.	Conway Springs	GLadstone 6-2227	Conway Springs	GLadstone 6-2518
★★ Dr. C. C. Schopf	Clearwater, Kan.	136 North Gorin	2501	600 Keller	2995
★ Dr. W. G. Weston	Arkansas City, Kan.	507 AC Office Bldg.	183	Circle Drive	54
★ Dr. R. F. Morton	Arkansas City, Kan.	Ark. City Clinic	171	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.	1517	407 West Vine	308
★ Dr. L. E. Beal	Fredonia, Kan.	818 North Sixth	32	109 South Fifteenth	544
★★ Dr. R. J. Beal	Fredonia, Kan.	600 Madison	268	136 South Fifth	505
EMERGENCY STATION	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. E. Dillenbeck	Eldorado, Kan.	300 South Main	DAvis 1-3011	143 North Star	DAvis 1-1133
★★ Dr. R. M. Brian	Eldorado, Kan.	300 South Main	DAvis 1-1230	113 North Alleghany	DAvis 1-4873
EMERGENCY STATION	Wichita, Kan.	St. Francis Hospital	AMhurst 2-6211		
★ 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 West 13th	HObart 4-6447
★★ Dr. P. M. Hulet	Anthony, Kan.	128½ West Main	367	837 North Anthony	413
★★ Dr. Lawrence W. Patzkowski	Kiowa, Kan.	802 Drumm	400	606 South Ninth	331
★★ Dr. J. W. Hertzler	Newton, Kan.	201 South Pine	ATwater 3-3600	214 South East Second	ATwater 3-0956
★★ 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.	130 North Kansas	136	102 North Kansas	338
★★ Dr. C. W. Hall	Hutchinson, Kan.	100 West First, Clinic Bldg.	MOhawk 2-1221	101 West Nineteenth	MOhawk 5-6912
★★ Dr. P. E. Beauchamp	Sterling, Kan.	105 North Broadway	BRoadway 8-3441	215 South Fifth	BRoadway 8-2345
★★ Dr. J. T. Grimes	Lyons, Kan.	510 East Avenue S	CLifford 7-3411	404 South Pioneer	CLifford 7-3135
★★ Dr. R. E. Baldrige	Kingman, Kan.	134 North Main	74	239 Avenue C East	340
★★ Dr. G. H. Grieve	Turon, Kan.		HYatt 7-2120		HYatt 7-2120
★★ Dr. C. E. Brown	Stafford, Kan.	102 North Main	37	320 North Union	421
★★ Dr. W. R. Brenner	Larned, Kan.	804 Carroll	923	801 Santa Fe	602
★★ Dr. H. L. Patterson	Larned, Kan.	804 Carroll	923	423 Morris	844
★ Dr. S. A. Lang	Nowata, Okla.	109 North Pine	616	1 Sunset Drive	614
★ Dr. M. E. Gordon	Claremore, Okla.	407½ Will Rogers	ROgers 3-2345	1017 Seminole	ROgers 3-3456
★ Dr. H. R. Tuttle	Wagoner, Okla.	110 North Main	HUNter 5-2515	1005 SE 10th	HUNter 5-2115
★ Dr. E. L. Leonard	Wagoner, Okla.	110 North Main	HUNter 5-3035	802 North Parkinson	HUNter 5-3032
★★ Dr. G. C. Wallis	Fort Gibson, Okla.	Corner Drug Store	GRGreenwood 8-2600		GRGreenwood 8-2390
★★ 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.	123 North Oak	SPRing 5-4814	523 East Mary	SPRing 5-4422
★ Dr. E. L. Pointer		109 East Choctaw	SPRing 5-4438	602 East Creek	SPRing 5-4438
EMERGENCY STATION	Van Buren, Ark.	814½ Main			
★ Dr. C. B. Dixon, Asst. Surgeon	Van Buren, Ark.	814½ East Main	GRanite 4-6411	1200 Cherry	GRanite 4-2152
EMERGENCY STATION	Ft. Smith, Ark.	Sparks Memorial Hospital			
★ Dr. F. H. Krook, 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.	Holt-Krook Clinic,	SUNset 2-4092	2701 Herbert	SUNset 3-7539
Dr. A. B. Martin	Ft. Smith, Ark.	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

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