

DIVISION OFFICERS

C. A. FINK.....Superintendent..... Wichita, Kans.
M. F. WEEKS.....Assistant Superintendent..... Nevada, Mo.
H. JONES.....Acting Trainmaster, Joplin,
Pleasant Hill, Pittsburg,
Pleasanton, Cornell and
Rich Hill Subdiv.....Nevada, Mo.
J. K. HOBBS.....Trainmaster, Carthage, Cotter,
Springfield and Cushman
Subdiv.....Aurora, Mo.
W. H. WOOD.....Trainmaster.....Nevada, Mo.
B. B. HUGHES....Dispatcher.....Nevada, Mo.
A. E. JONES.....Dispatcher.....Nevada, Mo.
J. C. McVEY.....Dispatcher.....Nevada, Mo.
T. S. POTTER....Dispatcher.....Nevada, Mo.
B. M. RICHEY....Dispatcher.....Nevada, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

JOPLIN AND WHITE RIVER DIVISIONS

TIME-TABLE No. 32

Effective 12:01 a. m. Sunday, February 2, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 31, dated July 14, 1940,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED OCT. 1, 1939

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

J. DAVIS, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Carthage.....	Joplin Div. 206	Joplin Div. 306	Indefinitely	Indefinitely	For equipment.
"	" " " " 232	" " " " 332	"	"	"
"	" " " " 321	" " " " 221	"	"	"
"	" " " " 333	White River... 232	"	"	For connection.
"	" " " " 232	" " " " 232	Indefinitely	Indefinitely	For equipment.
"	White River... 231	Joplin Div. 231	"	"	"
"	" " " " 231	" " " " 336	"	"	"
"	Joplin Div. 331	" " " " 231	"	"	"
Pleasant Hill.....	Eastern Div. 215	" " " " 232	Indefinitely	Indefinitely	"
"	" " " " 205	" " " " 206	"	"	"
"	" " " " 16	" " " " 416	4:05 a. m.	30 Min.	"
"	Joplin Div. 231	Eastern Div. 212	Indefinitely	Indefinitely	"
"	" " " " 221	" " " " 210	"	"	"
"	" " " " 419	" " " " 19	"	"	"
Ft. Scott.....	" " " " 416	Wichita Div. 416	"	"	"
"	Wichita Div. 419	Joplin Div. 419	"	"	"
Crane.....	White River... 751	White River... 231	1:15 p. m.	30 Min.	When passengers reported.
"	" " " " 232	" " " " 750	4:29 p. m.	10 Min.	"
Newport.....	Ark. Div. 231	" " " " 231	Indefinitely	Indefinitely	For equipment.
"	" " " " 25	" " " " 231	8:19 p. m.	10 Min.	When passengers reported.
"	" " " " 3	" " " " 243	4:00 p. m.	12 Min.	For passengers and mail.
"	White River... 232	Ark. Div. 232	Indefinitely	Indefinitely	For equipment.
"	" " " " 232	" " " " 4	11:00 a. m.	30 Min.	When passengers reported.
"	" " " " 244	" " " " 26-17	7:15 a. m.	45 Min.	For passengers and mail.

EXPLANATION OF CHARACTERS:

- C—Coal.
 - O—Fuel Oil.
 - W—Water.
 - Y—Wye.
 - T—Turntable.
 - ☐—Meal Station.
 - §—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service Specified by Bulletin Order.)
 - P—Telephone Communication only.
 - TP—Telegraph or Telephone Office; Not a Train Order Office.
- Register Stations are shown in full-faced type.

EXPLANATION OF STOPS:

- s—Regular Stop.
- f—Stop on signal for passengers, baggage, mail and express.
- a—Stop to receive or discharge revenue passengers.
- d—Stop on signal to receive or discharge revenue passengers and mail.
- m—Stop to discharge revenue passengers from Kansas City, Independence and Jefferson City and beyond or to pick up revenue passengers for Branson, Mo. and beyond.
- w—Stop to discharge revenue passengers from Wichita Division or to pick up revenue passengers for points on Eastern Division at which train 16 is scheduled to stop.

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

Station	Miles from St. Louis	Train Numbers					
Rich Hill Subdiv.:							
Knapp.....	320.91			f492	f493		
Pleasanton Subdiv.:							
McPeak Coal Mine.....	302.84	f756	f757				
Lloyd & Laughlin Mine...	303.20	f756	f757				
Carthage Subdiv.:							
Turkey.....	397.27	f232	f231	f296	f297		
Self.....	425.95	f232	f231	f296	f297		
Garber.....	454.74	f232	f231	f296	f297		
Cotter Subdiv.:							
Reamey.....	262.94	f244	f243	f298	f299		
Magness.....	272.59	f244	f243	f298	f299		
Walls Ferry.....	303.43			f298	f299		
Penters Bluff.....	305.59			f298	f299		
Croker.....	306.85	f232	f231	f298	f299		
Williamson.....	308.20			f298	f299		
Wolquarry.....	309.78			f298	f299		
Bolt.....	316.22			f298	f299		
Twin Creek.....	319.92	f232	f231	f298	f299		
Chesmond.....	344.21			f298	f299		
Arkana.....	360.82	f232	f231	f298	f299		
Shippo.....	363.82			f298	f299		
Buford.....	376.34			f298	f299		
Springfield Subdiv.:							
Quail.....	480.81	f760	f751	f750			
Browns Spring.....	487.35	f760	f751	f750			
Wilson Creek.....	500.19	f760	f751	f750			

TABLE OF SPEEDS

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

ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


Vice President & General Manager.

2 PLEASANT HILL SUBDIV.—PLEASANT HILL TO WHITE RIVER DIVISION JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS SOUTHWARD								
			FIRST CLASS								
			221 Passenger	231 Passenger	419 Passenger						
STATIONS			Daily	Daily	Daily						
		ST. LOUIS	5 45PM		5 45PM						
		KANSAS CITY	11 30PM	7 50AM							
249	249.27	CS.....PLEASANT HILL.....WY	12 45AM	8 45AM	11 00PM						
		0.63 C. R. I. & P. CROSSING									
P	250.38	P.....GOWDY	12 50	8 48	11 05						
P	5253.74	P.....ORE	12 55	8 52	11 10						
P	8256.86	P.....HUBER	12 59	8 56	11 15						
		1.81 M.-K.-T. CROSSING									
P	10258.83	LS..HARRISONVILLE.....*s	1 04	9 02	11 20						
		0.41 ST. L.-S. F. CROSSING									
		0.14 K. C. C. & S. CROSSING									
P	17265.47	P.....LONE TREE	1 12	9 09	11 30						
P	22270.69	COAL CHUTE.....WC									
P	23271.76	LS.....ARCHIE.....*f	1 22	9 19	11 44						
P	29277.61	LS.....ADRIAN.....*f	1 32	9 26	11 51						
P	34282.80	P.....PASSAIC.....*f	1 41	9 31	11 58PM						
P	38287.12	CS...BUTLER.....WT	1 48	9 36 ²⁷⁰	12 03AM						
P	42290.56	P.MONTEITH JUNCTION..	1 58	9 42	12 13						
		0.63 FEELY	1 59	9 43	12 14						
P	45293.57	P.....ATHOL	2 04 ⁴¹⁶	9 46 ²⁰⁶	12 17						
P	48296.90	P.....OVID	2 08	9 50 ⁴⁹²	12 21						
P	50298.99	CS..RICH HILL.....s	2 11	9 53	12 28						
		1.71 RICH HILL JCT.....Y	2 14	9 56	12 33AM						
P	54302.47	P.....PANAMA	2 16	9 58							
P	58307.42	P.....HORTON.....*f	2 23	10 03							
P	65313.78	P.....WALES	2 30	10 09							
		3.32 CS. NA TOWER M.-K.-T. Crossing.									
P	69317.49	P.....NEVADA.....WCTYS	2 55	10 16							
P	71319.37	P..NASSAU JUNCTION...Y	2 59	10 19							
P	75324.09	TP.....MILO.....*f	3 06	10 24							
P	82330.87	LS.....SHELDON.....*f	3 16	10 32							
P	86335.71	P.....IRWIN.....*f	3 25	10 38							
P	93342.26	TP.....LAMAR.....*WY	3 38	10 48							
		0.74 CS..MP TOWER STL-SF Crossing..									
P	99347.83	P.....BOSTON.....*f	3 46	10 54							
P105	353.53	LS.....JASPER.....*f	3 57	11 01 ²⁹²							
P109	358.34	P.....CARYTOWN	4 02	11 06							
		4.81 WHITE RIVER DIVISION JCT..Y	4 08AM	11 12AM							
		5.69									
		115.47	Daily	Daily	Daily						

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

PLEASANT HILL SUBDIV.—WHITE RIVER DIVISION JCT. TO PLEASANT HILL 3

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS NORTHWARD									
			FIRST CLASS									
			416 Passenger	206 Passenger	232 Passenger							
		STATIONS	Daily	Daily	Daily							
		ST. LOUIS	8 38AM	5 40PM	7 10AM							
		KANSAS CITY		11 59AM	9 25PM							
Yd.	249.27	CS. PLEASANT HILL WY	3 10AM	<i>s</i> 10 59AM ²⁶⁹	<i>s</i> 8 30PM							
	249.19	0.63 C. R. I. & P. CROSSING										
56	250.38	1.19 P. GOWDY	3 03	10 54	8 22							
85	253.74	3.36 P. ORE	2 59	10 50	8 18							
57	256.86	3.12 P. HUBER	2 55	10 46	8 14							
	258.67	1.81 M.-K.-T. CROSSING										
50	258.83	0.16 LS. HARRISONVILLE *W	2 52 ²⁶³	<i>s</i> 10 42	<i>d</i> 8 10							
	259.24	0.41 ST. L.-S. F. CROSSING										
	259.38	0.14 K. C. C. & S. CROSSING										
85	265.47	6.09 P. LONE TREE	2 42	10 31	7 59							
	270.69	5.22 COAL CHUTE WC										
57	271.76	1.07 LS. ARCHIE *	2 31	<i>s</i> 10 20 ²⁷⁰	<i>d</i> 7 46							
85	277.61	5.85 LS. ADRIAN *	2 25	<i>s</i> 10 11	<i>d</i> 7 40 ²⁶⁰							
60	282.80	5.19 P. PASSAIC *	2 20	<i>f</i> 10 03	7 35							
98	287.12	4.32 CS. BUTLER WT §	<i>s</i> 2 15	<i>s</i> 9 58	<i>s</i> 7 30							
	290.56	3.44 Signal Indication P. MONTEITH JUNCTION	2 08 ⁷⁵⁶	9 51	7 22							
28	291.19	0.63 FEELY	2 07	9 50								
56	293.57	2.38 P. ATHOL	2 04 ²²¹	9 46 ²³¹	7 19							
72	296.90	3.33 P. OVID	2 00	9 39	7 16							
85	298.99	2.09 Signal Indication CS. RICH HILL	<i>s</i> 1 55	<i>s</i> 9 33 ⁴⁹²	<i>s</i> 7 11							
	300.70	1.71 Signal Indication P. RICH HILL JCT. Y	1 53AM	9 31	7 09							
101	302.47	1.77 P. PANAMA		9 29	7 07							
57	307.42	4.95 P. HORTON *		<i>f</i> 9 23	7 02							
58	313.78	6.36 P. WALES		9 16	6 55							
	317.10	3.32 CS. NA TOWER M.-K.-T. Crossing										
Yd.	317.49	0.39 Signal Indication P. NEVADA WCTY §		<i>s</i> 9 10	<i>s</i> 6 50							
29	319.37	1.88 Signal Indication P. NASSAU JUNCTION Y										
22	324.09	4.72 TP. MILO *		<i>f</i> 9 00	6 35							
85	330.87	6.78 LS. SHELDON *		<i>s</i> 8 52	<i>d</i> 6 28							
21	335.71	4.84 P. IRWIN *		<i>f</i> 8 46	6 23							
56	342.26	6.55 TP. LAMAR *WY		<i>s</i> 8 38	<i>s</i> 6 16							
	343.00	0.74 CS. MPTOWER St. L.-S.F. Crossing										
26	347.83	4.83 P. BOSTON *		<i>f</i> 8 30	6 07							
85	353.53	5.70 LS. JASPER *		<i>s</i> 8 23	<i>d</i> 6 01							
26	358.34	4.81 P. CARYTOWN		8 16	5 56							
	364.03	5.69 WHITE RIVER DIVISION JCT. Y		8 10AM	5 49PM							
		115.47	Daily	Daily	Daily							

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4 PLEASANT HILL SUBDIV.—PLEASANT HILL TO WHITE RIVER DIVISION JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS SOUTHWARD						
			SECOND CLASS						
			263 Red Ball Freight	757 Mixed	795 Local Freight	493 Local Freight	269 Red Ball Freight	261 Red Ball Freight	
STATIONS			Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
		ST. LOUIS	7 15PM				7 30PM		
		KANSAS CITY	11 30PM				8 00AM	8 15PM	
249	249.27	CS... PLEASANT HILL... WY	2 15AM			6 30AM	11 00AM ²⁰⁶	9 30PM	
		0.63 ... C. R. I. & P. CROSSING							
P 2	250.38	P... GOWDY	2 20			6 35	11 05	9 33	
P 5	253.74	P... ORE	2 27			6 40	11 12 ²⁷⁰	9 43	
P 8	256.86	P... HUBER	2 32			6 45	11 17	9 48	
		1.81 ... M.-K.-T. CROSSING							
P 10	258.83	LS... HARRISONVILLE	2 52 ⁴¹⁶			s 7 05	11 22	9 52	
		0.41 ... ST. L.-S. F. CROSSING							
		0.14 ... K. C. C. & S. CROSSING							
P 17	265.47	P... LONE TREE	3 05			7 20	11 32 ⁴⁹²	10 03	
		5.22 ... COAL CHUTE... WC							
P 22	270.69	LS... ARCHIE	3 15			s 7 35	11 42	10 15	
		1.07 ... ADRIAN	3 25			s 7 50	11 50	10 25	
P 29	277.61	LS... ADRIAN	3 25			s 7 50	11 50	10 25	
P 34	282.80	P... PASSAIC	3 35			f 8 00	11 59AM	10 34	
		5.19 ... BUTLER... WT	3 45	4 00AM		s 8 15	12 06PM	10 41	
P 38	287.12	CS... BUTLER	3 45	4 00AM		s 8 15	12 06PM	10 41	
		3.44 ... MONTEITH JUNCTION	3 55	4 10AM		8 23	12 11	10 46	
P 42	290.56	P... MONTEITH JUNCTION	3 55	4 10AM		8 23	12 11	10 46	
		0.63 ... FEELY	3 56			8 35	12 12	10 47	
P 43	291.19	P... FEELY	3 56			8 35	12 12	10 47	
P 45	293.57	P... ATHOL	4 00			8 40	12 16	10 51	
		2.38 ... OVID	4 05			8 50	12 21	10 56	
P 48	296.90	P... OVID	4 05			8 50	12 21	10 56	
P 50	298.99	CS... RICH HILL	4 15			s 8 55 ²⁷⁰	12 25	11 13	
		2.09 ... RICH HILL JCT... Y	4 20			9 10AM ⁴⁹²	12 40	11 15	
		1.71 ... PANAMA	4 23				12 43	11 18	
P 54	302.47	P... PANAMA	4 23				12 43	11 18	
P 58	307.42	P... HORTON	4 30				12 51	11 28	
		4.95 ... WALES	4 40				1 00	11 40PM	
P 65	313.78	P... WALES	4 40				1 00	11 40PM	
		6.36 ... NA TOWER M.-K.-T. Crossing							
		3.32 ... NEVADA... WCTY	5 30		4 00AM		1 35 ⁷⁰⁴	12 20AM	
P 69	317.49	P... NEVADA	5 30		4 00AM		1 35 ⁷⁰⁴	12 20AM	
		1.88 ... NASSAU JUNCTION... Y	5 35		4 05AM		1 40	12 25	
P 71	319.37	P... NASSAU JUNCTION	5 35		4 05AM		1 40	12 25	
		4.72 ... MILO	5 45				1 48	12 33	
P 75	324.09	TP... MILO	5 45				1 48	12 33	
		6.78 ... SHELDON	5 55 ²⁷⁰				1 58	12 44	
P 82	330.87	LS... SHELDON	5 55 ²⁷⁰				1 58	12 44	
		4.84 ... IRWIN	6 05				2 05	12 52	
P 86	335.71	P... IRWIN	6 05				2 05	12 52	
		6.55 ... LAMAR... WY	6 15				2 15	1 04	
P 93	342.26	TP... LAMAR	6 15				2 15	1 04	
		0.74 ... BOSTON	6 25				2 23	1 14	
		4.83 ... JASPER	6 35				2 31	1 24	
P 99	347.83	P... BOSTON	6 25				2 31	1 24	
		5.70 ... CARYTOWN	6 45				2 38	1 32	
P 105	353.53	LS... JASPER	6 35				2 38	1 32	
		4.81 ... WHITE RIVER DIVISION JCT... Y	6 55AM				2 50PM	1 42AM	
P 109	358.34	P... CARYTOWN	6 45				2 50PM	1 42AM	
		5.69	6 55AM						
		115.47	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	

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PLEASANT HILL SUBDIV.—WHITE RIVER DIVISION JCT. TO PLEASANT HILL 5

Sliding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941		TRAINS NORTHWARD SECOND CLASS							
				756	270	292	492	794	260		
				Mixed	Red Ball Freight	Local Freight	Local Freight	Local Freight	Red Ball Freight		
STATIONS		Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily				
		ST. LOUIS						6 30AM			
		KANSAS CITY			2 00PM			11 55PM			
Yd.	249.27	CS	PLEASANT HILL WY		11 30AM		s 1 00PM		9 15PM		
	249.19		C. R. I. & P. CROSSING								
56	250.38	P	GOWDY		11 20		12 30		8 50		
85	253.74	P	ORE		11 12 ²⁶⁹		12 20		8 45		
57	256.86	P	HUBER		11 02		12 10PM		8 40		
	258.67		M.-K.-T. CROSSING								
50	258.83	LS	HARRISONVILLE		10 55		s 11 55AM		8 30		
	259.24		ST. L.-S. F. CROSSING								
	259.38		K. C. C. & S. CROSSING								
85	265.47	P	LONE TREE		10 40		11 32 ²⁶⁹		8 15		
	270.69		COAL CHUTE WC								
57	271.76	LS	ARCHIE		10 20 ²⁰⁶		s 11 05		8 00		
85	277.61	LS	ADRIAN		9 59		s 10 50		7 40 ²³²		
60	282.80	P	PASSAIC		9 50		f 10 35		7 25		
	287.12		CS BUTLER WT		2 20AM		s 10 20		7 15		
	290.56		P MONTEITH JUNCTION		2 10AM ⁴¹⁶		10 04		7 06		
28	291.19		FEELY				10 03		7 05		
56	293.57	P	ATHOL		9 10		9 58		7 01		
72	296.90	P	OID		9 00		9 50 ²³¹		6 55		
85	298.99		CS RICH HILL		8 55 ⁴⁹³		s 9 33 ²⁰⁶		6 50		
	300.70		P RICH HILL JCT. Y		8 43		9 10AM ⁴⁹³		6 41		
101	302.47	P	PANAMA		8 40				6 37		
57	307.42	P	HORTON		8 30				6 27		
58	313.78	P	WALES		8 15				6 15		
	317.10	CS	NA TOWER M.-K.-T. Crossing								
Yd.	317.49	P	NEVADA WCT Y		8 00	12 45PM		1 25PM ²⁶⁹	6 05		
29	319.37	P	NASSAU JUNCTION Y					1 15PM			
23	324.09	TP	MILO		6 15	12 25			4 52		
85	330.87	LS	SHELDON		5 55 ²⁶³	12 10PM			4 40		
21	335.71	P	IRWIN		5 40	11 55AM			4 32		
56	342.26	TP	LAMAR WY		5 28	11 40			4 20		
	343.00	CS	MP TOWER ST. L.-S.F. Crossing								
26	347.83	P	BOSTON		5 15	11 20			4 05		
85	353.53	LS	JASPER		5 00	11 01 ²³¹			3 55		
26	358.34	P	CARYTOWN		4 45	10 35			3 45		
	364.03		WHITERIVER DIVISION JCT. Y		4 30AM	10 21AM			3 31PM		
	115.47				Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	

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

6 PITTSBURG SUBDIV.—BETWEEN NASSAU JUNCTION AND COFFEYVILLE

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIME-TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 32					SECOND CLASS			
			795 Local Freight							794 Local Freight			
			Daily Ex. Sunday	STATIONS					Daily Ex. Sunday				
			4 05AM	319.37	P.....	NASSAU JUNCTION.....	Y	P 71	29	1 15PM			
			s 4 25	328.03	TP.....	MOUNDVILLE.....		N 11	38	s 12 55			
			s 4 48	333.29	LS.....	BRONAUGH.....	W	N 16	56	s 12 40			
			f 5 10	338.20		HANNON.....		N 21	27	f 12 25			
			s 5 32	343.34	LS.....	LIBERAL.....		N 26	28	s 12 10PM			
				343.46		ST. L.-S. F. CROSSING.....							
				350.22		ST. L.-S. F. CROSSING.....							
			f 6 10	350.77		MINDEN, MO.....		N 33	32	s 11 45AM			
			s 6 50	352.85	LS.....	CORNELL JCT., KAN. WCY§		N 35	Yd.	s 11 40			
				357.67		A. T. & S. F. CROSSING.....							
				357.69		K. C. S. CROSSING.....							
			s 8 00	358.14	LS.....	PITTSBURG.....	WY	N 41	31	s 10 50			
				358.50		ST. L.-S. F. CROSSING.....							
				358.88		ST. L.-S. F. CROSSING.....							
				360.28		J.-P. CROSSING.....							
				361.66		A. T. & S. F. CROSSING.....							
			f 8 15	361.82	P.....	CHICOPEE.....				10 00			
			f 8 20	363.35		FLEMING.....	Y	N 46	40	f 9 55			
				363.78		J.-P. CROSSING.....							
				365.68		ST. L.-S. F. CROSSING.....							
			s 8 30	365.88		CHEROKEE.....		N 48	17	s 9 46			
				366.81		ST. L.-S. F. CROSSING.....							
				367.06		COMMERCIAL FUEL CO CROSSING.....							
			8 40	369.39	P.....	P. & M. JUNCTION.....				9 38			
				371.34		N. E. O. CROSSING.....							
			s 9 30	372.00	LS.....	CARONA.....		N 55	38	s 9 30	795		
				374.08		M.-K.-T. CROSSING.....							
			s 9 47	379.66		SHERWIN.....		N 62	35	s 9 13			
				379.66		ST. L.-S. F. CROSSING.....							
			f 10 05	386.14		FAULKNER.....		N 68	33	f 8 57			
				391.52		WATER TANK.....	W						
			s 10 30	392.82	LS.....	CHETOPA.....		N 75	26	s 8 40			
				393.29		M.-K.-T. CROSSING.....							
			s 10 55	400.01		BARTLETT.....		N 83	42	s 8 20			
			s 11 15	408.14	LS.....	EDNA.....		N 91	56	s 8 00			
			f 11 35AM	413.23		VALEDA.....		N 96	19	f 7 45			
				423.02		A. T. & S. F. CROSSING.....							
				423.03		M.-K.-T. CROSSING.....							
			12 01PM	423.33	CS.....	COFFEYVILLE...WCTY§		R135	Yd.	7 20AM			
			Daily Ex. Sunday	103.96						Daily Ex. Sunday			

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

RICH HILL SUBDIV.—BETWEEN RICH HILL JCT. AND FORT SCOTT

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
793 Local Freight Daily Ex. Sunday	493 Local Freight Daily Ex. Sunday		419 Passenger Daily					416 Passenger Daily	492 Local Freight Daily Ex. Monday	790 Local Freight Daily Ex. Sunday
6 45PM	9 30AM		12 33AM	300.70	P.....	Y P 50		1 53AM	9 10AM	6 30PM
7 00	f 9 55		s 12 44	307.90	7.20	H 9 31		s 1 45	f 8 45	6 10
7 10	f 10 05		12 50	311.88	METZ 3.98	H13		1 40	f 8 15	6 00
7 25	f 10 30		s 12 57	316.66	RINEHART 4.78	H18 37		s 1 34	f 8 00	5 50
				316.74	RICHARDS, MO. 0.08					
				324.96	K. C. S. CROSSING 8.22					
				325.58	ST. L.-S. F. CROSSING 0.62					
7 45PM	11 00AM		s 1 20AM ⁴¹⁶	326.27	M.-K.-T. JCT. CROSSING 0.69	H27 35		1 20AM ⁴¹⁹	7 30AM	5 30PM
Daily Ex. Sunday	Daily Ex. Sunday		Daily		FT. SCOTT, KAN. 25.57	WCT		Daily	Daily Ex. Monday	Daily Ex. Sunday

PLEASANTON SUBDIV.—BETWEEN MONTEITH JUNCTION AND MOUND CITY

CORNELL SUBDIV.—BETWEEN JOPLIN DIVISION JCT. AND CORNELL JCT.

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS					SECOND CLASS
757 Mixed					756 Mixed
Daily Ex. Monday		STATIONS			Daily Ex. Monday
4 10AM	290.56	P...MONTEITH JUNCTION... 4.08	P 42		2 10AM
f 4 25	294.64	.....NYHART..... 5.27	W 4	24	f 1 46
s 4 45	299.91	P.....FOSTER, MO..... 4.50	W 9	23	s 1 26
	304.41	.....K. C. S. CROSSING..... 7.28			
s 5 40	311.69	LS...PLEASANTON, KAN...W 0.47	W21	28	s 12 26
	312.16	.....ST. L.-S. F. CROSSING..... 5.87			
s 6 00AM	318.03	LS.....MOUND CITY.....	W27	27	12 01AM
Daily Ex. Monday		27.47			Daily Ex. Monday

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS					SECOND CLASS
793 Local Freight Daily Ex. Sunday					792 Local Freight Daily Ex. Sunday
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday
8 00PM	326.27	LS...FT. SCOTT, KAN...WCT	H 27	35	1 50AM
8 05PM	326.43	.....JOPLIN DIVISION JCT.....			1 46AM
	331.40	.....ST. L.-S. F. CROSSING..... 1.86			
f 8 30	333.26	P.....GODFREY..... 6.92	TC 7	57	f 12 15AM
f 8 55	340.18	.....DRYWOOD..... 4.73	TC14	35	f 11 45PM
f 9 15	344.91	P.....ENGLEVALE..... 4.09	TC18		f 11 25
f 9 30	349.00	LS.....ARMA.....WY 0.18	TC23	25	f 11 00
	349.18	.....J.-P. CROSSING..... 3.36			
	352.54	.....M. C. COAL CO..... 1.15			
	353.69	.....K. C. S. CROSSING..... 2.27			
s 10 00PM	355.96	LS...CORNELL JCT...WCY	N 35	Yd.	10 30PM
Daily Ex. Sunday		29.53			Daily Ex. Sunday

8 JOPLIN SUBDIV.—WHITE RIVER DIVISION JUNCTION TO JOPLIN

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS SOUTHWARD						
			FIRST CLASS				SECOND CLASS		
			321 Passenger	331 Passenger	333 Passenger			263 Red Ball Freight	769 Red Ball Freight
STATIONS			Daily	Daily	Daily			Daily Ex. Sunday	Daily
		WHITE RIVER DIVISION JCT. 0.11	4 08AM					6 55AM	
P 115	364.14	LS CARTHAGE WY \$ 3.80	4 25	11 30AM	5 55PM			7 15	3 30PM
P 119	367.94	P DUMONT 3.04	4 30	11 35	6 01			7 25	3 40
P 122	370.98	P CENTER CREEK 3.98	4 34	11 39	6 05			7 30	3 45
P 126	374.96	LS WEBB CITY WY \$ 6.63	4 45	11 44	6 10			7 50 ³⁰⁶	3 55
P 133	381.56	LS JOPLIN WCT \$ 17.56	5 00AM	11 59AM	6 25PM			8 30AM	4 15PM
			Daily	Daily	Daily			Daily Ex. Sunday	Daily

CARTHAGE SUBDIV.—WHITE RIVER DIVISION JUNCTION TO COTTER

Station Numbers	Miles from St. Louis (via Dixie)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS SOUTHWARD						
			FIRST CLASS				SECOND CLASS		
			231 Passenger				261 Red Ball Freight	297 Local Freight	295 Local Freight
STATIONS			Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily
		WHITE RIVER DIVISION JCT. 0.11	11 12AM			1 42AM			2 50PM
P 115	527.68	LS CARTHAGE WY \$ 0.81	11 25			1 45		10 15AM	3 00
	526.87	. . . . .ST. L.-S. F. CROSSING 0.87							
WR270	526.00	. . . . .WR SIDING 3.38	11 29			1 49		10 30	3 05 ²⁶⁰
WR266	522.62	. . . . .FORREST MILL 4.97	11 33			1 55		10 40	3 11
WR261	517.65	. . . . .MELUGIN 4.49	11 39			2 03		10 50	3 18
WR256	513.16	TP LA RUSSELL * 6.30	f 11 45			2 10		11 01	3 25
WR250	506.86	LS STOTTS CITY * 7.78	f 11 53AM			2 20		11 15	3 34
WR242	499.08	. . . . .HOBERG * 5.94	f 12 03PM			2 31		11 25	3 45
WR236	493.14	. . . . .OPAL 3.54	12 10			2 43 ²⁷⁰		11 35AM	3 55
	489.60	CS AU Tower ST. L.-S.F. Crossing 0.47							
WR232	489.13	P AURORA 6.40	s 12 17			2 51		12 01PM	4 04
WR226	482.73	. . . . .BONHAM 4.23	12 25			3 02		12 15	4 14
WR221	478.50	P CRANE YARD WCT \$ 0.67	12 35 ²⁶⁰			3 15	7 00AM	12 25PM	4 28 ²³²
WR221	477.83	CS CRANE Y 3.93	12 40 ²⁹⁶			3 30	s 7 05		4 55
WR217	473.90	. . . . .ELSEY * 5.82	f 12 46			3 45	f 7 15		5 15
WR211	468.08	LS GALENA * 7.33	s 12 55			3 55	s 7 35		5 25
WR204	460.75	LS REEDS SPRING * 3.85	s 1 07			4 10	s 7 55		5 40
WR200	456.90	P MARVEL CAVE 5.96	1 12			4 20	f 8 05		5 47
WR194	450.94	. . . . .GRETNA 3.60	1 20			4 32	f 8 15		5 56
WR191	447.34	LS BRANSON WC 1.59	s 1 30			4 50	s 9 15		6 10
WR189	445.75	LS HOLLISTER Y 3.44	s 1 35			4 55	s 9 35		6 16
WR186	442.31	. . . . .MELVA, MO. 6.36	1 41			5 05	f 9 50 ²⁹⁶		6 25
WR179	435.95	. . . . .XD-CREST, ARK. 3.25	1 51			5 25	10 10		6 40
WR176	432.70	LS CRICKET * 5.11	s 1 58			5 32	s 10 25 ²⁶⁰		6 47
WR171	427.59	P BB SIDING 4.43	2 06			5 42	10 35		6 56
WR166	423.16	P MYRTLE W 7.62	f 2 14			5 51	f 10 50		7 05
WR169	415.54	LS BERGMAN 6.95	s 2 31 ²³²			6 05	s 11 20		7 20
WR152	408.59	. . . . .ZINC * 5.58	f 2 42			6 16	f 11 35		7 30
WR146	403.01	LS PYATT * 5.04	s 2 51			6 25	s 11 59AM		7 40
WR141	397.97	. . . . .COMAL 5.60	2 58			6 35	12 10PM		7 48
WR136	392.37	LS YELLVILLE * 5.85	s 3 09			6 50	s 12 35		8 00
WR130	386.52	LS FLIPPIN * 4.93	s 3 19			7 00	s 1 00		8 10
WR125	381.59	CS COTTER WCT 146.20	s 3 29PM			7 10AM ²⁹⁶	1 30PM ²³²		8 25PM
			Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily

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

JOPLIN SUBDIV.—JOPLIN TO WHITE RIVER DIVISION JUNCTION

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 32 FEBRUARY 2, 1941		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				306 Passenger	336 Passenger	332 Passenger			292 Local Freight Daily Ex. Sunday	762 Red Ball Freight Daily	
STATIONS		Daily	Daily	Daily							
	364.03	WHITE RIVER DIVISION JCT.	8 10AM		5 49PM				10 21AM		
	0.11										
44	364.14	LS.....CARTHAGE.....WY	\$ 8 09	\$ 11 05AM	\$ 5 48				10 20	2 10PM	
	3.80				\$ 5 26						
38	367.94	P.....DUMONT.....	8 00	10 59	5 20				9 50	2 00	
	3.04										
39	370.98	P.....CENTER CREEK.....	7 55	10 55	5 16				9 40	1 52	
	3.98										
60	374.96	LS.....WEBB CITY.....WY	\$ 7 50 ²⁶³	\$ 10 58	\$ 5 11				9 30	1 45	
	6.63										
Yd.	381.59	LS.....JOPLIN.....WCT	7 40AM	10 40AM	5 00PM				9 00AM	1 30PM	
	17.56		Daily	Daily	Daily				Daily Ex. Sunday	Daily	

CARTHAGE SUBDIV.—COTTER TO WHITE RIVER DIVISION JUNCTION

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIME-TABLE No. 32 FEBRUARY 2, 1941		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				232 Passenger				296 Local Freight Daily Ex. Sunday	294 Local Freight Daily Ex. Sunday	260 Red Ball Freight Daily	270 Red Ball Freight Daily
STATIONS		Daily									
	527.79	WHITE RIVER DIVISION JCT.	5 36PM					3 31PM	4 01AM		
	0.11										
	527.68	LS.....CARTHAGE.....WY	\$ 5 35			\$ 9 50AM		3 10	4 00		
	0.81										
	526.87	ST. L.-S. F. CROSSING									
	0.87										
50	526.00	WR SIDING	5 32			9 40		3 05 ²⁶⁹	3 50		
	3.38										
55	522.62	FORREST MILL	5 28			9 30		2 45	3 40		
	4.97										
55	517.65	MELUGIN	5 22			9 20		2 35	3 30		
	4.45										
56	513.16	TP.....LA RUSSELL.....*	f 5 16			f 9 10		2 25	3 20		
	6.30										
55	506.86	LS.....STOTTS CITY.....*W	d 5 08			f 8 55		2 15	3 08		
	7.78										
55	499.08	HOBERG.....*	f 4 58			f 8 35		1 59	2 55		
	5.94										
56	493.14	OPAL	4 50			8 20		1 45	2 43 ²⁶¹		
	3.54										
	489.60	CS AU TOWER St. L.-S. F. Crossing									
	0.47										
46	489.13	P.....AURORA.....	s 4 45			s 8 10		1 35	2 30		
	6.40										
59	482.73	BONHAM	4 34			7 15		1 10	2 15		
	4.23										
Yd.	478.50	P.....CRANE YARD.....WCT	\$ 4 28 ²⁶⁹			12 45PM	7 00AM	12 35 ²³¹	1 59		
	0.67										
50	477.83	CS.....CRANE.....Y	s 4 19			s 12 40 ²³¹		12 15	1 30		
	3.93										
39	473.90	ELSEY.....*	f 4 11			f 12 20		12 05PM	1 20		
	5.82										
45	468.08	LS.....GALENA.....*	s 4 03			s 12 05PM		11 52AM	1 05		
	7.33										
45	460.75	LS.....REEDS SPRING.....*	s 3 52			s 11 50AM		11 40	12 50		
	3.85										
28	456.90	P.....MARVEL CAVE.....	3 45			f 11 35		11 30	12 40		
	5.96										
50	450.94	GRETNA	3 36			f 11 20		11 15	12 25		
	3.60										
56	447.34	LS.....BRANSON.....WC	s 3 30			s 11 05 ²⁶⁰		11 05 ²⁹⁶	12 15		
	1.59										
45	445.75	LS.....HOLLISTER.....Y	s 3 21			s 10 10		10 51	12 01AM		
	3.44										
41	442.31	MELVA, MO.	3 15			f 9 50 ²⁹⁷		10 45	11 55PM		
	8.36										
29	435.95	XD-CREST, ARK.	3 05			9 35		10 35	11 40		
	3.25										
50	432.70	LS.....CRICKET.....*	s 2 59			s 9 25		10 25 ²⁹⁷	11 30		
	5.11										
10	427.59	P.....BB SIDING.....	2 50			9 00		10 10	11 10		
	4.43										
59	423.16	P.....MYRTLE.....W	f 2 42			f 8 50		10 00	11 00		
	7.62										
60	415.54	LS.....BERGMAN.....	s 2 31 ²³¹			s 8 35		9 45	10 45		
	6.95										
50	408.59	LS.....ZINC.....*	f 2 20			f 8 15		9 30	10 25		
	5.58										
30	403.01	LS.....PYATT.....*	s 2 11			s 8 00		9 20	10 10		
	5.04										
51	397.97	COMAL	2 03			7 50		9 10	10 00		
	5.60										
33	392.37	LS.....YELVILLE.....*	s 1 53			s 7 40		9 00	9 45		
	5.85										
44	386.52	LS.....FLIPPIN.....*	s 1 42			s 7 25		8 45	9 25		
	4.93										
Yd.	381.59	CS.....COTTER.....WCT	1 32PM ²⁹⁷			7 10AM ²⁶¹		8 30AM	9 05PM		
	146.20		Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		

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

COTTER SUBDIV.—COTTER TO DIAZ

Station Numbers	Miles from St. Louis (via Diaz)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS SOUTHWARD					
			FIRST CLASS			SECOND CLASS		
			243 Passenger	231 Passenger		299 Local Freight	261 Red Ball Freight	269 Red Ball Freight
STATIONS			Daily	Daily		Daily Ex. Sunday	Daily	Daily
WR125	381.59	CS.....COTTER.....WCT		3 37PM		7-15AM	7 30AM	8 45PM ²⁷⁰
WR113	369.76	.....BUFFALO.....*	f	3 53		f 7 32	7 53 ²⁶⁰	9 05
WR109	365.62	.....CARTNEY.....*	f	4 00		f 7 45 ²⁶⁰	8 00	9 13
WR102	357.43	LS.....NORFORK.....*W	s	4 15		s 8 05	8 20	9 27
WR 96	352.29	.....HERRON.....*	f	4 23		f 8 15	8 30	9 36
WR 91	347.40	.....BERRY.....	f	4 30		f 8 25	8 38	9 44
WR 85	341.44	LS.....CALICO ROCK.....	s	4 37		s 8 40	8 48	9 53
WR 83	339.52	.....DD. CRESWELL.....*	f	4 45		f 8 45	8 52	9 56
WR 77	333.90	.....BOSWELL.....*	f	4 53		f 9 10 ²⁶¹	9 10 ²⁹⁹	10 05
WR 73	329.67	.....MOUNT OLIVE.....*	f	5 00		f 9 30	9 20	10 13
WR 68	325.00	LS.....SYLAMORE.....*	s	5 08		s 10 30 ²⁹⁸	9 30	10 21
WR 61	318.22	.....HANDFORD.....		5 17		10 50AM	9 45 ²⁹⁸	10 32
WR 56	312.42	LS.....GUION.....*WC	s	5 29		s 11 50PM ²³²	10 00	10 45
WR 48	304.93	.....BILTMORE.....		5 40		12 25	10 15	11 00
WR 42	298.98	.....O'NEAL.....*	f	5 49		f 12 40	10 24	11 09
WR 36	293.06	.....EARNHARTS.....	f	5 58 ²⁷⁰		f 12 55	10 33	11 18
WR 31	288.16	P.....CUSHMAN JUNCTION.....		6 04		1 05	10 42	11 27
WR 29	286.43	LS.....BATESVILLE.....WY	s	2 25PM	s 6 20	s 1 50	10 47	11 34
WR 24	280.65	.....MOOREFIELD.....*	f	2 37	6 31	f 2 05	11 02 ²³²	11 51
	278.30	.....DT SIDING.....		2 42	6 34	2 10	11 13	11 55
WR 20	276.38	.....SULPHUR ROCK.....*	f	2 46	6 37	f 2 15	11 25	11 58PM
WR 14	270.39	LS.....NEWARK.....*	s	2 59	s 6 47	s 2 30	11 35	12 08AM
WR 9	265.58	.....PAROQUET.....	f	3 07 ²⁹⁹	6 53	f 3 07 ²⁴³	11 45	12 17
	264.43	.....DRAW BRIDGE..... (Black River)						
WR 1	259.58	.....ZZ SIDING.....		3 18	7 03	3 40	11 57AM	12 28
X 259	258.80	P.....DIAZ.....Y	f	3 20PM	7 05PM	f 3 50PM	12 05PM	12 30AM
		CS.....NEWPORT.....WCT	s	3 30PM	s 7 10PM	4 00PM	12 15PM	12 35AM
	122.51		Daily	Daily		Daily Ex. Sunday	Daily	Daily

SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIME-TABLE No. 32 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
	751 Mixed	761 Red Ball Freight						760 Red Ball Freight	750 Mixed		
	Daily Ex. Sunday	Daily		Daily	Daily Ex. Sunday						
	s 12 45PM	5 15AM	477.83	CS.....CRANE.....Y	WR 221	15	s 11 30AM	s 4 00PM			
	f 1 00	5 30	483.95	.....HURLEY.....	PD 7	24	f 11 07	f 3 40		
	s 1 25	5 52	492.82	TP.....CLEVER.....	PD 16	25	s 10 47	s 3 17			
	f 1 40	6 05	498.38	.....TERRELL.....	PD 21	15	f 10 34	f 3 04		
	f 1 52	6 18	502.77	.....BATTLEFIELD.....	PD 26	15	f 10 22	f 2 52		
			510.53	.....ST. L.-S. F. CROSSING.....						
	s 2 15PM	6 45AM	511.18	LS.....SPRINGFIELD.....WT	PD 34	35	10 00AM	2 30PM			
	Daily Ex. Sunday	Daily		33.35			Daily	Daily Ex. Sunday			

COTTER SUBDIV.—DIAZ TO COTTER

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIME-TABLE No. 32 FEBRUARY 2, 1941	TRAINS NORTHWARD						
			FIRST CLASS			SECOND CLASS			
			244 Passenger	232 Passenger		260 Red Ball Freight	298 Local Freight	270 Red Ball Freight	
STATIONS			Daily	Daily		Daily	Daily Ex. Sunday	Daily	
Yd.	381.59	CS.....COTTER.....WCT		s 1 25PM			8 15AM	s 2 15PM	8 45PM ²⁶⁹
		11.83							
48	369.76	.....BUFFALO.....*		f 1 10	298		7 53	f 1 10	8 23
		4.14							
45	365.62	.....CARTNEY.....*		f 1 04			7 45	f 12 50	8 16
		8.19							
56	357.43	LS.....NORFORK.....*W		s 12 53			7 30	s 12 25	8 02
		5.14							
57	352.29	.....HERRON.....*		f 12 45			7 20	f 12 10PM	7 53
		4.89							
55	347.40	.....BERRY.....		12 39			7 10	f 11 59AM	7 45
		5.96							
15	341.44	LS.....CALICO ROCK.....		s 12 31			6 59	s 11 40	7 36
		1.92							
55	339.52	.....DD. CRESWELL.....*		f 12 26			6 55	f 11 10	7 33
		5.62							
56	333.90	.....BOSWELL.....*		f 12 19			6 45	f 11 00	7 23
		4.23							
63	329.67	.....MOUNT OLIVE.....*		f 12 13			6 35	f 10 45	7 15
		4.67							
66	325.00	LS.....SYLAMORE.....*		s 12 07PM			6 26	s 1030	7 05
		6.78							
56	318.22	.....HANDFORD.....		11 57AM			6 15	9 45	6 55
		5.80							
51	312.42	LS.....GUION.....*WC		s 1150	299		6 00	s 9 00	6 45
		7.49							
55	304.93	.....BILTMORE.....		11 40			5 35	7 45	6 25
		5.95							
57	298.98	.....O'NEAL.....*		f 11 32			5 25	f 7 35	6 15
		5.02							
56	293.06	.....EARNHARTS.....		11 25			5 15	f 7 25	5 58 ²³¹
		4.90							
...	288.16	P.....CUSHMAN JUNCTION.....		11 19			5 06	7 15	5 41
		1.73							
Yd.	286.43	LS.....BATESVILLE.....WY	s 7 35AM	s 11 14			5 00	s 7 05	5 35
		5.78							
75	280.65	.....MOOREFIELD.....*	s 7 15	1102	261		4 35	f 6 35	5 21
		2.35							
39	278.30	.....DT SIDING.....	7 10	10 59			4 30	6 30	5 17
		1.92							
25	276.38	.....SULPHUR ROCK.....*	s 7 06	10 56			4 25	f 6 25	5 12
		5.99							
93	270.39	LS.....NEWARK.....*	s 6 56	a 10 48			4 15	s 6 10	5 02
		4.81							
93	265.58	.....PAROQUET.....	f 6 46	10 42			4 06	f 5 52	4 52
		1.15							
264.43	.....DRAW BRIDGE.....	4.85							
		0.78							
34	259.58	.....ZZ SIDING.....	6 36	10 35			3 56	5 42	4 42
		0.78							
258.80	P.....DIAZ.....Y		f 6 35AM	10 34AM			3 55AM	f 5 40AM	4 40PM
...		CS.....NEWPORT.....WCT	6 30AM	10 30AM			3 45AM	5 30AM	4 30PM
		122.51	Daily	Daily			Daily	Daily Ex. Sunday	Daily

CUSHMAN SUBDIV.—BETWEEN CUSHMAN AND CUSHMAN JUNCTION

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIME-TABLE No. 32 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
			799 Local Freight								798 Local Freight
			Daily Ex. Sunday		STATIONS			Daily Ex. Sunday			
			9 30AM	297.63	LS.....CUSHMAN.....T	PE 9	10	9 10AM			
			10 00	290.55	P.....LIMEDALE.....	PE 2		8 40			
			10 15AM	288.16	P.....CUSHMAN JUNCTION.....	WR31		8 30AM			
			10 30AM		.....BATESVILLE.....			8 15AM		
			Daily Ex. Sunday		9.47			Daily Ex. Sunday			

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

Cornell Subdiv.: No. 793 is superior to No. 792.
Springfield Subdiv.: No. 751 is superior to No. 750.

2. MAXIMUM SPEED:

	Miles Per Hour	
	Passenger Trains	Freight Trains
Pleasant Hill Subdiv.	65	45
Joplin Subdiv.	55	45
Rich Hill Subdiv.	60	40
Cornell Subdiv.	25	25
Pleasanton Subdiv.	20	20
Pittsburg Subdiv.:		
Between Nassau Jct. and Edna	40	25
Between Edna and Coffeyville	40	30
Between Carona and Chetopa, 6400 class engines	30	25
Carthage Subdiv.:		
Between Carthage and Crane	55	45
Between Crane and Cotter	50	40
Cotter Subdiv.:		
Between Cotter and Batesville	55	40
Between Batesville and Diaz	60	40
Springfield Subdiv.	35	25
Cushman Subdiv.	20	20

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

Over electric line crossings	10	10
Rich Hill: City Limits	25	25
Carthage: Over Main Street Crossing	15	15
Carthage: Over Olive Street and Central Ave. Crossings	25	25
Webb City: Over Street Crossings	25	25
Coffeyville: All trains and engines must stop at Walnut St. Crossing with M.-K.-T., and proceed only after member of crew has protected crossing, between hours of 6:15 p. m. and 10:15 a. m.	stop	stop
Joplin: All trains and engines must stop at 10th & Main Street crossings when there is no crossing watchman on duty and proceed only after a member of crew has protected crossing.	stop	stop
Aurora: City Limits, between siding switches	25	25
Aurora: St. L.-S. F. Crossing	20	20
Crane: City Limits, between siding switches	30	30
Reeds Spring: Through Tunnel	30	30
Crest: Through Tunnel	30	30
Cricket: Through Tunnel	30	30
Batesville: Over Spring Street Crossing	10	10
Between Wye Switch and Passenger Station	15	10
Springfield: Over Highway Crossing, College Ave.	10	10

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:

1 to 172	60	60
401 to 487	55	55
1201 to 1280	63	63
1301 to 1325	63	63
1401 to 1571	63	63
1701 to 1714	55	55
1720 to 1729	55	55
1901 to 1925	63	63
2101 to 2125	90	90
2305 to 2398	55	55
2504 to 2523	60	60
2638 to 2651	50	50
2707	60	60

3. SPEED RESTRICTIONS: (Continued)

Missouri Pacific Engines:—Cont.

	Passenger Trains	Freight Trains
4000	30	30
5201 to 5207	55	55
5308 to 5316	80	80
5321 to 5327	90	90
5335 to 5344	80	80
5501 to 5540	80	80
6000	60	60
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

Diesel Engines:

800 to 804	30	30
4100 and 4101	35	35
4102 and 4103	75	75
7000 and 7001	117	117
7100	117	117
9000 to 9010	35	35
9102 to 9105	35	35

G. C. L. and I. G. N. Engines:

301 to 389	50	50
941 to 948	35	35
1011 to 1040	55	55
1051 to 1073	55	55
1101 to 1125	63	63
1151 to 1161	80	80

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

Motor Cars:

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

Trains handling:

Motor Cars dead in tow	50	50
Pile Drivers	..	25
Steam Shovels	..	25
Scale Test Cars (handle next to caboose)	Maximum Frt. Train Speed.	..

Wrecking Derricks (Self-propelling) .. 25

Bridge Derrick Cars (non-revolving) boom connected. .. 30

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

Bridge Derrick Cars (non-revolving), boom disconnected .. Maximum Frt. Train Speed.

Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

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

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

3. SPEED RESTRICTIONS: (Continued)

Trains handling:

Miles Per Hour	
Passenger	Freight
Trains	Trains

American Ditchers, self-propelling.....	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.	
Locomotive Cranes or Clam Shells.....	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Rail Unloaders.....	Maximum Frt. Train Speed.
Rail unloaders must have boom disconnected and stored on car.	
Where maximum speed of freight trains is restricted to 25 miles per hour, or less, trains handling wrecking derricks, pile drivers and Jordan ditchers or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.	
Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.	
Dead engines with side rods in position, main rods disconnected, 25 miles per hour.	
Dead engines moving backward or with part or all side rods down, 15 miles per hour.	
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.	
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.	
Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restrictions, the Superintendent will issue special instructions covering.	
Engines not equipped with engine trucks, either dead in tow or under steam in road movement, must be moved tender forward.	
Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.	
Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers.	

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

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

Permissible Speed in miles per hour	Northward				Permissible Speed in miles per hour	Southward			
	FROM		TO			FROM		TO	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Joplin Subdiv.:									
15	381	15	381	8	40	369	2	370	1
40	380	6	378	24	40	378	21	380	3
40	370	3	369	7	15	381	3	381	15
Pleasant Hill Subdiv.:									
10	364	1	364	0	10	364	0	364	1
50	346	17	346	3	50	346	3	346	17
15	317	34	317	20	15	Nevada Station		317	28
55	294	15	293	37	55	293	37	294	15
55	264	26	264	8	55	264	8	264	26
50	259	30	258	12	50	258	12	259	30
50	253	10	251	25	50	251	25	253	10
10	249	6	248	2	10	248	3	249	1
Pittsburg Subdiv.:									
15	393	9	392	9	10	365	23	365	31
10	371	20	371	10	10	371	5	371	12
Cornell Subdiv.:									
10	349	8	349	6	10	349	6	349	8
Carthage Subdiv.:									
35	381	29	385	27	20	527	24	526	27
40	399	2	399	10	45	511	24	511	16
40	401	32	404	30	40	483	7	481	18
40	410	7	411	12	40	471	5	470	22
40	416	30	421	8	30	467	25	467	15
35	422	18	422	25	40	462	30	460	4
40	423	20	423	27	30	460	4	459	20
40	427	21	427	29	40	459	20	454	16
40	428	30	429	15	35	454	15	454	10
35	429	15	429	19	40	454	10	453	5
40	429	19	430	20	40	450	13	450	2
40	431	2	431	27	40	448	10	446	27
30	431	27	432	15	30	446	27	446	17
40	432	15	435	0	40	446	13	446	0
30	435	0	435	27	40	444	17	435	27
40	435	27	444	17	30	435	27	435	0
40	446	0	446	13	40	435	0	432	15
30	446	17	446	27	30	432	15	431	27
40	446	27	448	10	40	431	27	431	2
40	450	2	450	13	40	430	20	429	19
40	453	5	454	10	35	429	19	429	15
35	454	10	454	15	40	429	15	428	30
40	454	16	459	20	40	427	29	427	21
30	459	20	460	4	40	423	27	423	20
40	460	4	462	30	35	422	25	422	18
30	467	15	467	25	40	421	8	416	30
40	470	28	471	5	40	411	12	410	7
40	481	18	483	7	40	404	30	401	32
45	511	16	511	24	40	399	10	399	2
20	526	27	527	24	35	385	27	381	29
Cotter Subdiv.:									
35	264	12	264	15	45	374	10	374	20
35	277	21	278	25	35	303	23	303	16
40	283	21	285	10	20	286	18	285	10
20	285	10	286	18	40	285	10	283	21
35	303	16	303	23	35	278	25	277	21
45	374	10	374	20	35	264	15	264	12
Springfield Subdiv.:									
10	477	15	477	20	10	477	20	477	15

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL.....	St. Louis, Mo.....	Grand and Shaw.....	(Grand 0500. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	(Grand 0500..... Main 1000.....	34 Broadview Drive.....	Parkview 0674.
HOSPITAL.....	Kansas City, Mo.....	2800 Main.....	Westport 0483		
★Dr. J. E. Castles, District Surgeon.....	Kansas City, Mo.....	1000 Argyle Bldg. 12th and McGee.....	HA 5037 & 5038.....	5312 Paseo.....	Highland 1746.
Dr. L. V. Murray.....	Pleasant Hill, Mo.....	110 First.....	62.....	206 North Armstrong.....	288.
★★Dr. D. S. Long.....	Harrisonville, Mo.....	105 South Lexington.....	38.....	Highway No. 7.....	61.
★Dr. A. G. Wooldridge.....	(Adrian, Mo..... Butler, Mo.....)	Butler.....	251.....	Butler.....	
★★Dr. C. J. Allen.....	Rich Hill, Mo.....	F. and M. Bank Bldg.....	184.....	500 East Olive.....	272.
EMERGENCY STATION.....	Nevada, Mo.....				
★Dr. R. B. Wray, Division Surgeon.....	Nevada, Mo.....	Moore Bldg.....	142.....	416 West Arch.....	748.
★Dr. W. S. Love.....	Nevada, Mo.....	Calloway Bldg.....	38.....	601 South Adams.....	118.
★★Dr. T. F. Miller.....	Lamar, Mo.....	116½ West Pacific.....	3.....	707 North Gulf.....	36.
★★Dr. L. B. Clinton.....	Carthage, Mo.....	First Nat'l Bank Bldg.....	2689.....	715 South Garrison.....	3532.
Dr. H. E. Byrd.....	Carthage, Mo.....	First Nat'l Bank Bldg.....	4655.....	1701 South Garrison.....	3344.
★★Dr. B. A. Dumbauld.....	Webb City, Mo.....	114 North Webb.....	28.....	702 West Daugherty.....	56.
★Dr. R. L. Neff.....	Joplin, Mo.....	503 Frisco Bldg.....	1199.....	423 North Pearl.....	1570.
Dr. J. A. Chenoweth.....	Joplin, Mo.....	201-4 Frisco Bldg.....	3708.....	Joplin.....	274.
EMERGENCY STATION.....	Coffeyville, Kan.....				
★Dr. C. H. Fortner, Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.....	614 Elm.....	571.
★Dr. H. J. Bagby, Division Surgeon.....	Coffeyville, Kan.....	806½ Walnut.....	20.....	502 Spruce.....	520.
Dr. E. O. Squire.....	Coffeyville, Kan.....	201½ West Ninth.....	24.....	605 Willow.....	191.
★★Dr. R. L. VonTreba.....	Chetopa, Kan.....	Over Harley Drug Store.....	53.....	Chetopa.....	140.
★Dr. H. L. Church, Resident Surgeon.....	Pittsburg, Kan.....	Smith Clinic.....	978.....	1304 North Joplin.....	1681.
★Dr. C. H. Smith, Resident Surgeon.....	Pittsburg, Kan.....	Smith Clinic.....	92.....	509 West Kansas.....	52.
★★Dr. G. J. Gish.....	Minden Mines, Mo.....	Minden Mines.....		Minden Mines.....	17.
EMERGENCY STATION.....	Fort Scott, Kan.....	Mersey Hospital, 816 Burke.....	208		
★Dr. W. T. Wilkening, Resident Surgeon.....	Fort Scott, Kan.....	11½ East First.....	1030.....	512 South Judson.....	2030.
★Dr. C. A. Young, Resident Surgeon.....	Fort Scott, Kan.....	209 South Main.....	1027.....	1001 South Crawford.....	1945.
Dr. J. R. Newman.....	Ft. Scott, Kan.....	209 South Main.....	1879.....	510 South Eddy.....	1494.
★★Dr. K. J. Bierlein.....	Arma, Kan.....		2831.....	Arma.....	2831.
★★Dr. D. E. Green.....	Pleasanton, Kan.....	9th and Main.....	53.....	Eleventh and Main.....	19.
★★Dr. L. D. Mills.....	Mound City, Kan.....		52-J.....	Mound City.....	52-W.
★★Dr. W. Smith, Resident Surgeon.....	Springfield, Mo.....	Smith Bldg.....	522.....	307 South.....	1815.
★Dr. R. D. Cowan.....	Aurora, Mo.....	703 Highland.....	420.....	502 West Pleasant.....	410.
★Dr. H. L. Kerr, Resident Surgeon.....	Crane, Mo.....	Bank of Crane Bldg.....	45.....	Crane.....	19.
★★Dr. L. S. Shumate.....	Reeds Spring, Mo.....	Reeds Spring.....		Reeds Spring.....	
★★Dr. G. B. Mitchell.....	Branson, Mo.....	Over Owens Drug Store.....	38.....	Branson.....	
★★Dr. H. V. Kirby.....	Harrison, Ark.....	108 East Rush.....	37.....	318 North Cherry.....	27.
★★Dr. L. M. West.....	Yellville, Ark.....	Yellville.....	73.....	Yellville.....	39.
★Dr. S. W. Chambers, Resident Surgeon.....	Cotter, Ark.....	Cotter Drug Store.....	24.....	Mountain Home.....	104.
★★Dr. N. J. Copp.....	Calico Rock, Ark.....	Calico Rock.....	63.....	Calico Rock.....	27.
★Dr. O. J. T. Johnson.....	Batesville, Ark.....	357 West Main.....	52.....	310 East Boswell.....	297.
★★Dr. O. L. Bone.....	Newark, Ark.....	Newark.....	75.....	Newark.....	30.
★Dr. E. L. Watson, Resident Surgeon.....	Newport, Ark.....	424 East First.....	192.....	300 Elm.....	201.
Dr. H. O. Walker, Local Surgeon.....	Newport, Ark.....	312½ East First.....	33.....	303 Ash.....	77.

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

DR. O. B. ZEINERT, Chief Surgeon