

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

JOPLIN AND WHITE RIVER DIVISIONS

TIME-TABLE No. 34

Effective 12:01 a. m. Sunday, Sept. 21, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 33, dated May 1, 1941, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES CONCERNED, WHO MUST ALSO CARRY COPY OF SPECIAL INSTRUCTIONS No. 7 DATED MARCH 1, 1941

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

.....Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

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

J. DAVIS, General Superintendent.

DIVISION OFFICERS

- C. A. FINK.....Superintendent Wichita, Kans.
- M. F. WEEKS..... Assistant Superintendent Nevada, Mo.
- H. JONES.....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.
- R. L. CLAY..... Dispatcher.....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. RITCHEY.. Dispatcher.....Nevada, Mo.

307.2
X

12
30
360

31
62

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	"	"	"
"	" " 20	" " 420	3:00 a. m.	1 Hr. 10 Min.	"
"	Joplin Div. 231	Eastern Div. 212	Indefinitely	Indefinitely	"
"	" " 221	" " 210	"	"	"
"	" " 419	" " 19	"	"	"
Ft. Scott.....	" " 420	Wichita Div. 420	"	"	"
"	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	3:50 p. m.	10 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 per.)
 - P—Phone Communication only.
 - TP—Graph or Telephone Office; Not a Train Order Office.
- Stations are shown in full-faced type.

EXPLANATION OF STOPS:

- s—Stop.
- f—Stop signal for passengers, baggage, mail and express.
- a—Stop to receive or discharge revenue passengers.
- d—Stop 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 Kansas, 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 20 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	
Shipp's.....	363.82			f298	f299	
Burford.....	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.

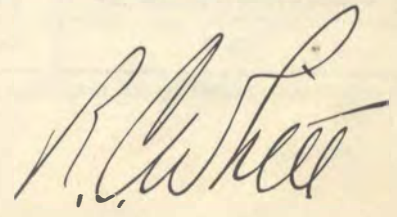
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



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

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941	TRAINS SOUTHWARD								
			FIRST CLASS								
			221 Passenger	231 Passenger	419 Passenger						
STATIONS			Daily	Daily	Daily						
		ST. LOUIS	5 45PM		5 45PM						
		KANSAS CITY	11 35PM	7 50AM							
249	249.27	CS. PLEASANT HILL WY	12 45AM	8 45AM	11 00PM						
		0.63 C. R. I. & P. CROSSING									
P 2	250.38	P. GOWDY	12 50	8 48	11 05						
P 5	253.74	P. ORE	12 55	8 52 ⁷⁸	11 10						
P 8	256.86	P. HUBER	12 59	8 56	11 15						
		1.81 M.-K.-T. CROSSING									
P 10	258.83	LS. HARRISONVILLE *	s 1 04	s 9 02	s 11 20						
		0.16 ST. L.-S. F. CROSSING									
		0.41 K. C. C. & S. CROSSING									
P 17	265.47	P. LONE TREE	1 12 ⁴²⁰	9 09	11 30						
		6.00 COAL CHUTE WC									
P 22	270.69	LS. ARCHIE *	f 1 22	m 9 19	11 45						
		1.07 ADRIAN *	f 1 32	m 9 26	11 54PM						
P 23	271.76	LS. ADRIAN *	f 1 32	m 9 26	11 54PM						
P 29	277.61	P. PASSAIC *	f 1 41	9 31	12 01AM						
		5.19 BUTLER WT	s 1 48	s 9 36 ²⁷⁰	s 12 08						
P 34	282.80	P. PASSAIC *	f 1 41	9 31	12 01AM						
P 38	287.12	CS. BUTLER WT	s 1 48	s 9 36 ²⁷⁰	s 12 08						
		4.32 MONTEITH JUNCTION	1 58	9 42	12 17						
P 42	290.56	P. MONTEITH JUNCTION	1 58	9 42	12 17						
		0.63 FEELY	1 59	9 43	12 18						
P 43	291.19	FEELY	1 59	9 43	12 18						
P 45	293.57	P. ATHOL	2 04	9 46	12 22						
		3.33 OVID	2 08	9 50	12 30 ⁴²⁰						
P 48	296.90	P. OVID	2 08	9 50	12 30 ⁴²⁰						
P 50	298.99	CS. RICH HILL	s 2 11	s 9 53	s 12 37						
		2.09 RICH HILL JCT. Y	2 14	9 56	12 40AM						
		1.71 PANAMA	2 16	9 58							
P 54	302.42	P. PANAMA	2 16	9 58							
		4.95 HORTON	f 2 23	10 03							
P 58	307	P. HORTON	f 2 23	10 03							
		6.36 WALES	2 30	10 09							
P 65	313	P. WALES	2 30	10 09							
		3.32 S. NA TOWER M.-K.-T. Crossing									
		0.39 NEVADA WCTY	s 2 55	s 10 16							
P 69	317.49	P. NEVADA WCTY	s 2 55	s 10 16							
		1.88 NASSAU JUNCTION Y	2 59	10 19							
P 71	319.3	P. NASSAU JUNCTION Y	2 59	10 19							
		4.72 MILO	f 3 06	m 10 24							
P 75	324.6	P. MILO	f 3 06	m 10 24							
		6.78 SHELDON	f 3 16	m 10 32 ²⁰⁶							
P 82	330.8	P. SHELDON	f 3 16	m 10 32 ²⁰⁶							
		4.84 IRWIN	f 3 25	m 10 38							
P 86	335.7	P. IRWIN	f 3 25	m 10 38							
		6.55 LAMAR WY	s 3 38	s 10 48							
P 93	342.2	P. LAMAR WY	s 3 38	s 10 48							
		0.74 MP TOWER StL-SF Crossing									
		4.83 BOSTON	f 3 46	10 54							
P 99	347.8	P. BOSTON	f 3 46	10 54							
		5.70 JASPER	f 3 57	m 11 01 ²⁹²							
P105	353.5	LS. JASPER	f 3 57	m 11 01 ²⁹²							
		4.81 CARYTOWN	4 02	11 06							
P109	358.3	P. CARYTOWN	4 02	11 06							
		5.69 WHITE RIVER DIVISION JCT. Y	4 08AM	11 12AM							
		364.03	4 08AM	11 12AM							
		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. 34 SEPTEMBER 21, 1941			TRAINS NORTHWARD					
					FIRST CLASS					
					420 Passenger	206 Passenger	232 Passenger			
STATIONS			Daily	Daily	Daily					
		ST. LOUIS	8 28AM	5 40PM	7 10AM					
		KANSAS CITY		2 05PM	9 25PM					
Yd.	249.27	CS PLEASANT HILL WY	1 45AM	s 12 50PM	s 8 30PM					
	249.19	0.63 C. R. I. & P. CROSSING								
56	250.38	P GOWDY	1 35	12 40	8 22					
85	253.74	P ORE	1 31	12 36	8 18					
57	256.86	P HUBER	1 26	12 32	8 14					
	258.67	1.81 M.-K.-T. CROSSING								
0	258.83	LS HARRISONVILLE *w	1 22	s 12 29	d 8 10					
	259.24	0.16 ST. L.-S. F. CROSSING								
	259.38	0.14 K. C. C. & S. CROSSING								
85	265.47	P LONE TREE	112 ²²¹	12 20	7 59					
	270.69	6.09 COAL CHUTE WC								
57	271.76	LS ARCHIE *	1 01	s 12 09	d 7 46					
85	277.61	LS ADRIAN *	12 55	s 12 01PM	d 7 40 ²⁶⁰					
60	282.80	P PASSAIC *	12 50	f 1153AM ²⁶⁹	7 35					
	287.12	4.32 Signal Indication { CS . . BUTLER WT\$	s 12 45	s 11 45	s 7 30					
	290.56	3.44 P. MONTEITH JUNCTION	12 38	11 37	7 22					
	291.19	0.63 FEELY	12 37	11 36						
56	293.57	P ATHOL	12 34	11 33	7 19 ²⁹¹					
72	296.90	P OVID	1230 ⁴¹⁹	11 29	7 16					
85	298.99	3.33 Signal Indication { CS. RICH HILL s	s 12 25	s 11 23	s 7 11					
	300.70	2.09 P. RICH HILL JCT. Y	12 23AM	11 21	7 09					
	302.47	1.77 PANAMA		11 19	7 07					
57	307.42	P HORTON *		f 11 13	7 02					
58	313.78	P WALES		11 06	6 55					
	317.10	6.36 CS. NA TOWER M.-K.-T. Crossing								
Yd.	317.49	3.32 Signal Indication { P NEVADA WCTYS\$		s 11 00	s 6 50					
29	319.37	1.88 P. NASSAU JUNCTION Y								
	324.09	4.72 MILO *		f 10 42	6 35					
85	330.87	LS SHELDON *		s 1032 ²³¹	d 6 28					
21	335.71	P IRWIN *		f 10 25	6 23					
	342.26	4.84 TP LAMAR *WY		s 10 17	s 6 16					
	343.00	6.55 CS. MP TOWER St. L.-S.F. Crossing								
26	347.83	P BOSTON *		f 10 09	6 07					
85	353.53	LS JASPER *		s 10 03	d 6 01					
26	358.34	P CARYTOWN		9 56	5 56					
	364.03	4.81 WHITE RIVER DIVISION JCT. Y		9 50AM	5 49PM					
		115.47	Daily	Daily	Daily					

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

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

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941	TRAINS SOUTHWARD								
			SECOND CLASS								
			79 Red Ball Freight	263 Red Ball Freight	757 Mixed	795 Local Freight	269 Red Ball Freight	491 Local Freight	291 Local Freight	261 Red Ball Freight	
STATIONS		Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily		
ST. LOUIS		7 00PM	7 00PM								
KANSAS CITY			11 30PM			8 00AM			8 15PM		
249	249.27	CS. PLEASANT HILL WY	2 00AM	2 15AM			10 50AM		5 00PM	9 30PM	
		0.63 C. R. I. & P. CROSSING									
P 2	250.38	P. GOWDY	2 05	2 20			10 55		5 05	9 33	
P 5	253.74	P. ORE	2 12	2 27			11 02 ²⁷⁰		5 15	9 43	
P 8	256.86	P. HUBER	2 18	2 33			11 07		5 20	9 48	
		1.81 M.-K.-T. CROSSING									
P 10	258.83	LS. HARRISONVILLE *	2 22	2 37			11 12		s 5 30	9 52	
		0.41 ST. L.-S. F. CROSSING									
	259.24	0.14 K. C. C. & S. CROSSING									
P 17	265.47	P. LONE TREE	2 31	2 46			11 22		5 45	10 03	
		5.22 COAL CHUTE WC									
P 22	270.69	LS. ARCHIE *	2 45	3 00			11 31		f 6 05	10 15	
P 29	277.61	LS. ADRIAN *	2 54	3 09			11 39		f 6 20	10 25	
P 34	282.80	P. PASSAIC *	3 01	3 16			11 53AM ²⁰⁶		f 6 30	10 34	
		1.32 Signal Indication CS. BUTLER WTS	3 10	3 25	4 00AM		12 06PM		s 6 45	10 41	
P 42	290.56	P. MONTEITH JUNCTION	3 25	3 45	4 10AM		12 11		6 50	10 46	
		0.63 FEELY	3 26	3 46			12 12		6 51	10 47	
P 45	293.57	P. ATHOL	3 30	3 50			12 16		{ 7 01 ²⁶⁰ 7 19 ²³²	10 51	
P 48	296.90	P. OVID	3 35	3 55			12 21		7 30	10 56	
P 50	298.99	CS. RICH HILL	3 40	4 00			12 25 ²⁹⁰		s 8 00	11 01	
		1.71 Signal Indication P. RICH HILL JCT Y	3 43AM	4 03			12 28		12 05PM ²⁹⁰	8 10	11 04
P 54	300.00	PANAMA		4 07			12 32	12 10	8 20	11 09	
P 58	300.00	HORTON *		4 15			12 39	12 20	f 8 30	11 17	
P 65	317.10	P. WALES		4 25			12 47	12 30	8 40	11 26PM	
		3.32 Signal Indication CS. NA TOWER M.-K.-T. Crossing									
P 69	317.10	P. NEVADA WCTYS		5 30 ⁷⁹⁵			5 35AM ²⁶³	1 35 ⁷⁹⁴	12 40PM	9 00PM	12 20AM
P 71	319.00	P. NASSAU JUNCTION Y		5 35			5 40AM	1 40			12 25
		4.72 P. MILO *		5 45			1 48				12 33
P 82	330.87	LS. SHELDON *		5 55 ²⁷⁰			1 58				12 44
P 86	335.71	P. IRWIN *		6 05			2 05				12 52
P 93	342.26	TP. LAMAR *WY		6 15			2 15				1 04
		6.55 CS. MPTOWER ST. L.-S.F. Crossing									
P 99	347.83	P. BOSTON *		6 25			2 23				1 14
P105	353.53	LS. JASPER *		6 35			2 31				1 24
P109	358.34	P. CARYTOWN		6 45			2 38				1 32
		4.81 WHITE RIVER DIVISION JCT. Y		6 55AM			2 50PM				1 42AM
		5.69									
	115.47		Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Monday	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 5

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941		TRAINS NORTHWARD									
				SECOND CLASS									
				756 Mixed	270 Red Ball Freight	78 Red Ball Freight	292 Local Freight	490 Local Freight	290 Local Freight	794 Local Freight	260 Red Ball Freight		
STATIONS		Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily				
		ST. LOUIS			7 30PM							6 30AM	
		KANSAS CITY		2 00PM								11 55PM	
Yd.	249.27	CS. PLEASANT HILL WY		11 30AM	9 30AM			3 10PM				9 15PM	
	0.63												
	249.19	C. R. I. & P. CROSSING											
	1.19												
56	250.38	P. GOWDY		11 20	9 05			2 55				8 50	
	3.36												
85	253.74	P. ORE		11 02 ²⁶⁹	8 52 ²³¹			2 50				8 45	
	3.12												
57	256.86	P. HUBER		10 47	8 41			2 40				8 40	
	1.81												
	258.67	M.-K.-T. CROSSING											
	0.16												
50	258.83	LS. HARRISONVILLE *		10 40	8 36			s 2 35				8 30	
	0.41												
	259.24	ST. L.-S. F. CROSSING											
	0.14												
	259.38	K. C. C. & S. CROSSING											
	6.09												
85	265.47	P. LONE TREE		10 27	8 26			2 05				8 15	
	5.22												
	270.69	COAL CHUTE WC											
	1.07												
57	271.76	LS. ARCHIE *		10 07	8 11			f 1 45				8 00	
	5.85												
85	277.61	LS. ADRIAN *		9 59	8 03			f 1 35				7 40 ²³²	
	5.19												
60	282.80	P. PASSAIC *		9 50	7 55			f 1 20				7 24	
	4.32												
98	287.12	Signal Indication { CS. BUTLER WT\$	2 20AM	9 36 ²³¹	7 45			s 1 10				7 15	
	3.44												
	290.56	Signal Indication { P MONTEITH JUNCTION	2 10AM	9 21	7 27			12 42				7 06	
	0.63												
28	291.19	FEELY		9 20	7 26			12 41				7 05	
	2.38												
56	293.57	P. ATHOL		9 10	7 22			12 37				7 01 ²⁹¹	
	3.33												
72	296.90	P. OVID		9 00	7 15			12 30				6 55	
	2.09												
85	298.99	Signal Indication { CS. RICH HILL		8 55	6 55			s 12 25 ²⁶⁹				6 50	
	1.71												
	300.70	Signal Indication { P. RICH HILL JCT. Y		8 43	6 50AM			11 10AM	12 05PM ⁴⁹¹			6 41	
	1.77												
101	302.47	P. PANAMA		8 40				11 00	11 45AM			6 37	
	4.95												
57	307.42	P. HORTON *		8 30				10 50	f 11 35			6 27	
	6.36												
58	313.78	P. WALES		8 15				10 40	11 25			6 15	
	3.32												
	317.10	CS. NA TOWER. M.-K.-T. Crossing											
	0.30												
Yd.	317.49	Signal Indication { P. NEVADA WCTYS		8 00		12 45PM	10 30AM	11 15AM	1 25PM ²⁶⁹			6 05	
	1.88												
29	319.37	Signal Indication { P. NASSAU JUNCTION Y							1 15PM				
	4.72												
23	324.09	P. MILO *		6 15		12 25						4 52	
	6.78												
85	330.87	LS. SHELDON *		5 55 ²⁶³		12 10PM						4 40	
	4.84												
1	335.71	P. IRWIN *		5 40		11 55AM						4 32	
	6.55												
56	342.26	TP. LAMAR *WY		5 28		11 40						4 20	
	0.74												
	343.00	CS. MP TOWER ST. L.-S.F. Crossing											
	4.83												
26	347.83	P. BOSTON *		5 15		11 20						4 05	
	5.70												
85	353.53	LS. JASPER *		5 00		11 01 ²³¹						3 55	
	4.81												
26	358.34	P. CARYTOWN		4 45		10 35						3 45	
	5.69												
	364.03	WHITERIVER DIVISION JCT. Y		4 30AM		10 21AM						3 31PM	
	115.47		Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	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

SECOND CLASS

795
Local
Freight

Daily
Ex. Sunday

5 40AM

s 6 05

s 6 30

f 6 50

s 7 30

343.46

350.22

f 8 00

s 8 10

357.67

357.69

s 8 20

358.14

358.50

358.88

360.28

361.06

f 8 35

f 8 40

363.35

363.78

365.68

f 8 50

365.88

366.81

367.06

9 00

s 9 30

372.00

374.08

s 10 05

379.66

379.66

f 10 25

386.14

391.52

s 10 50

392.82

393.29

f 11 10

s 11 30

400.01

408.14

f 11 50AM

413.23

423.02

423.03

12 15PM

423.33

Daily
Ex. Sunday

TIME-TABLE

No. 34

SEPTEMBER 21, 1941

STATIONS

P.....NASSAU JUNCTION.....Y

TP..... MOUNDVILLE.....

LS..... BRONAUGH.....W

..... HANNON.....

LS..... LIBERAL.....

..... ST. L.-S. F. CROSSING.....

..... ST. L.-S. F. CROSSING.....

..... MINDEN, MO.....

LS..... CORNELL JCT., KAN. WCY.....

..... A. T. & S. F. CROSSING.....

..... K. C. S. CROSSING.....

LS..... PITTSBURG.....WY

..... ST. L.-S. F. CROSSING.....

..... ST. L.-S. F. CROSSING.....

..... J.-P. CROSSING.....

..... A. T. & S. F. CROSSING.....

P..... CHICOPEE.....

..... FLEMING.....Y

..... J.-P. CROSSING.....

..... ST. L.-S. F. CROSSING.....

..... CHEROKEE.....

..... ST. L.-S. F. CROSSING.....

COMMERCIAL FUEL CO CROSSING

P..... P. & M. JUNCTION.....

..... N. E. O. CROSSING.....

LS..... CARONA.....

..... M.-K.-T. CROSSING.....

..... SHERWIN.....

..... ST. L.-S. F. CROSSING.....

..... FAULKNER.....

..... WATER TANK.....W

LS..... CHETOPA.....

..... M.-K.-T. CROSSING.....

..... BARTLETT.....

LS..... EDNA.....

..... VALEDA.....

..... A. T. & S. F. CROSSING.....

..... M.-K.-T. CROSSING.....

CS..... COFFEYVILLE...WCTYS

103.96

Station Numbers

Station Capacity
in Cars

794
Local
Freight

Daily
Ex. Sunday

1 15PM

f 12 55

s 12 40

f 12 25

f 12 10PM

32

f 11 45AM

s 11 40

31

s 10 50

10 00

f 9 55

40

f 9 46

17

9 38

s 9 30

38

s 9 13

35

f 8 57

33

s 8 40

26

8 20

s 8 00

56

f 7 45

19

7 20AM

42

8 20

56

8 00

19

7 45

42

8 20

56

8 00

19

7 45

Daily
Ex. Sunday

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

372
358
14

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

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 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	79 Red Ball Freight Daily	419 Passenger Daily						420 Passenger Daily	78 Red Ball Freight Daily	492 Local Freight Daily Ex. Monday	790 Local Freight Daily Ex. Sunday
STATIONS												
6 45PM	11 15AM	3 43AM	12 40AM	300.70	P.....	RICH HILL JCT.....	Y 50	.....	12 23AM	6 50AM	11 50AM	6 30PM
7 00	<i>f</i> 1130 ⁴⁹²	3 55	<i>s</i> 12 55	307.90	.....	METZ.....	H 9 31	<i>s</i>	12 15	6 35	<i>f</i> 1130 ⁴⁹³	6 10
7 10	<i>f</i> 11'40	4 03	1 05	311.88	.....	RINEHART.....	H13	.....	12 10	6 28	<i>f</i> 11 05	6 00
7 25	<i>f</i> 11 50AM	4 10	<i>s</i> 1 12	316.66	.....	RICHARDS, MO.....	H18 37	<i>s</i>	12 04AM	6 20	<i>f</i> 10 50	5 50
.....	.....	.....	.....	316.74	.....	K. C. S. CROSSING.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	324.96	.....	ST. L.-S. F. CROSSING.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	325.58	.....	M.-K.-T. JCT. CROSSING.....	.....	.....	.....	.....	.....	.....
7 45PM	12 15PM	4 35AM	<i>s</i> 1 35AM	326.27	LS.....	FT. SCOTT, KAN.....	WCT§ H27 35	.....	11 50PM	6 00AM	10 20AM	5 30PM
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	.....	.....	.....	.....	.....	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday
25.57												

PLEASANTON SUBDIV.—BETWEEN MONTEITH JUNCTION AND MOUND CITY

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

TRAINS SOUTHWARD SECOND CLASS 757 Mixed Daily Ex. Monday	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 756 Mixed Daily Ex. Monday
STATIONS						
4 10AM	290.56	P.....	MONTEITH JUNCTION...	P 42	.....	2 10AM
<i>f</i> 4 25	294.64	.....	NYHART.....	W 4	24	<i>f</i> 1 46
<i>s</i> 4 45	299.91	P.....	FOSTER, MO.....	W 9	23	<i>s</i> 1 26
.....	304.41	.....	K. C. S. CROSSING.....	.....	.....	.....
<i>s</i> 5 40	311.69	LS..	PLEASANTON, KAN...W	W21	28	<i>s</i> 12 26
.....	312.16	.....	ST. L.-S. F. CROSSING.....	.....	.....	.....
<i>s</i> 6 00AM	318.03	LS.....	MOUND CITY.....	W27	27	12 01AM
Daily Ex. Monday	.....	.....	27.47	.....	.....	Daily Ex. Monday

TRAINS SOUTHWARD SECOND CLASS 793 Local Freight Daily Ex. Sunday	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 792 Local Freight Daily Ex. Sunday
STATIONS						
8 00PM	326.27	LS....	FT. SCOTT, KAN...WCT§	H 27	35	1 50AM
8 05PM	326.27	.....	JOPLIN DIVISION JCT.....	.....	.....	1 46AM
.....	331.40	.....	ST. L.-S. F. CROSSING.....	.....	.....	.....
<i>f</i> 8 30	333.26	P.....	GODFREY.....	TC 7	57	<i>f</i> 12 15AM
<i>f</i> 8 55	340.18	.....	DRYWOOD.....	TC14	35	<i>f</i> 11 45PM
<i>f</i> 9 15	344.91	P.....	ENGLEVALE.....	TC18	.....	<i>f</i> 11 25
<i>f</i> 9 30	349.00	LS.....	ARMA.....WY	TC23	25	<i>f</i> 11 00
.....	349.18	.....	J.-P. CROSSING.....	.....	.....	.....
.....	352.54	.....	M. C. COAL CO.....	.....	.....	.....
.....	353.69	.....	K. C. S. CROSSING.....	.....	.....	.....
<i>s</i> 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. 34 SEPTEMBER 21, 1941	TRAINS SOUTHWARD						
			FIRST CLASS				SECOND CLASS		
			321 Passenger	331 Passenger	333 Passenger			263 Red Ball Freight Daily Ex. Sunday	769 Red Ball Freight Daily
STATIONS		Daily	Daily	Daily					
.....	364.03	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	3 55
P 133	381.59	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. 34 SEPTEMBER 21, 1941	TRAINS SOUTHWARD						
			FIRST CLASS			SECOND CLASS			
			231 Passenger			261 Red Ball Freight	297 Local Freight Daily Ex. Sunday	295 Local Freight Daily Ex. Sunday	269 Red Ball Freight
STATIONS		Daily			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
.....	527.79	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	
	526.87	.....ST. L.-S. F. CROSSING..... 0.87						
WR270	526.00	.....WR SIDING..... 3.38	11 29			1 49		10 30
WR266	522.62	.....FORREST MILL..... 4.97	11 33			1 55		10 40
WR261	517.65	.....MELUGIN..... 4.49	11 39			2 03		10 50
WR256	513.16	TP.....LA RUSSELL.....*f 6.30	\$ 11 45			2 10		11 01	
WR250	506.86	LS.....STOTT'S CITY.....*Wf 7.78	\$ 11 53AM			2 20		11 15	
WR242	499.08	TP.....HOBERG.....*f 5.94	\$ 12 03PM			2 31		11 25	
WR236	493.14	.....OPAL..... 3.54	12 10			243 ²⁷⁰		11 35AM
.....	489.60	CS. AUTower ST. L.-S.F. Crossing 0.47							
WR232	489.13	TP.....AURORA.....s 6.40	\$ 12 17			2 51		12 01PM	
WR226	482.73	.....BONHAM..... 2.23	12 25			3 02		12 15
WR221	478.50	P.....CRANE YARD.....WCT \$ 0.67	1235 ²⁹⁵ 260			3 15	7 00AM	1225PM ²⁶⁰ 231	
WR221	477.83	CS.....CRANE.....Ys 3.93	1240 ²⁹⁶			3 30	s 7 05	4 55	
WR217	473.90	.....ELSEY.....*f 5.82	\$ 12 46			3 45	f 7 15	5 15
WR211	468.08	LS.....GALENA.....*s 7.33	\$ 12 55			3 55	s 7 35	5 25	
WR204	460.75	LS.....REEDS SPRING.....*s 3.85	\$ 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.....W \$ 1.59	1 30			4 50	s 9 15	6 10	
WR189	445.75	LS.....HOLLISTER.....Ys 3.44	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.....*s 5.11	\$ 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.....Wf 7.62	\$ 2 14			5 51	f 10 50	7 05	
WR159	415.54	LS.....BERGMAN.....s 6.95	\$ 2 31 ²³²			6 05	s 11 20	7 20	
WR152	408.59	.....ZINC.....*f 5.58	\$ 2 42			6 16	f 11 35	7 30
WR146	403.01	LS.....PYATT.....*s 3.04	\$ 2 51			6 25	s 11 59AM	7 40	
WR141	397.97	.....COMAL..... 6.60	2 58			6 35	12 10PM	7 48
WR136	392.37	LS.....YELLVILLE.....*s 5.85	\$ 3 09			6 50	s 12 35	8 00	
WR130	386.52	LS.....FLIPPIN.....*s 4.93	\$ 3 19			7 00	s 1 00	8 10	
WR125	381.59	CS.....COTTER.....WCT \$ 146.20	\$ 3 29PM			7 10AM ²⁹⁶	1 30PM ²³²	8 25PM	
			Daily			Daily	Daily Ex. Sunday	Daily	

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

Joplin & White River Divisions (34)

JOPLIN SUBDIV.—JOPLIN TO WHITE RIVER D

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 34 SEPTEMBER 21, 1941		TRAINS NORTHWARD						
				FIRST CLASS				SECOND CLASS		
				306 Passenger	336 Passenger	332 Passenger				292 Local Freight	762 Red Ball Freight
STATIONS		Daily	Daily	Daily			Daily Ex. Sunday	Daily		
	364.03	WHITE RIVER DIVISION JCT.	9 50AM		5 49PM				10 21AM	
		0.11								
44	364.14	LS.....CARTHAGE.....WY	\$ 9 49	\$ 11 05AM	\$ 5 48 5 26				10 20	2 10PM
		3.80								
38	367.94	P.....DUMONT.....	9 40	10 59	5 20				9 55	2 00
		3.04								
39	370.98	P.....CENTER CREEK.....	9 35	10 55	5 16				9 50	1 52
		3.98								
60	374.96	LS.....WEBB CITY.....WY	\$ 9 30	\$ 10 48	\$ 5 11				9 30	1 45
		6.63								
Yd.	381.59	LS.....JOPLIN.....WCT	9 20AM	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. 34 SEPTEMBER 21, 1941		TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS			
				232 Passenger			294 Local Freight	296 Local Freight	260 Red Ball Freight	270 Red Ball Freight
STATIONS		Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily	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	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		
		4.40								
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	TP.....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		
		3.54								
	489.60	CS. AU TOWER St. L.-S. F. Crossing								
		0.47								
46	489.13	TP.....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		
		4.28								
Yd.	478.50	P.....CRANE YARD.....WCT	\$ 4 28			7 00AM	12 45PM	12 35	1 59	
		0.67								
50	477.83	CS.....CRANE.....Y	s 4 19			s 12 40	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								
	450.94	GRETNA	3 36			f 11 20	11 15	12 25		
		3.60								
	447.34	LS.....BRANSON.....W	s 3 30			s 11 05	11 05	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	10 45	11 55PM		
		6.36								
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	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			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.....YELLVILLE.....*	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			7 10AM	8 30AM	9 05PM		
		146.20	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.

WATER SUBDIV.—COTTER TO DIAZ

TIME-TABLE

No. 34

SEPTEMBER 21, 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

Station Numbers	Miles from St. Louis (via Diaz)	STATIONS	243 Passenger	231 Passenger	299 Local Freight	261 Red Ball Freight	269 Red Ball Freight
WR125	381.59	OS.....COTTER.....WCT		3 37PM	7 15AM	7 30AM	8 45PM ²⁷⁰
WR113	369.76	11.83.....BUFFALO.....*		f 3 53	f 7 32	7 53 ²⁶⁰	9 05
WR109	365.62	4.14.....CARTNEY.....*		f 4 00	f 7 45 ²⁶⁰	8 00	9 13
WR102	357.43	8.19 LS.....NORFORK.....*W		s 4 15	s 8 05	8 20	9 27
WR 96	352.29	5.14.....HERRON.....*		f 4 23	f 8 15	8 30	9 36
WR 91	347.40	4.89.....BERRY.....		f 4 30	f 8 25	8 38	9 44
WR 85	341.44	5.96 LS.....CALICO ROCK.....		s 4 37	s 8 40	8 48	9 53
WR 83	339.52	1.92.....DD-CRESWELL.....*		f 4 45	f 8 45	8 52	9 56
WR 77	333.90	5.62.....BOSWELL.....*		f 4 53	f 9 10 ²⁶¹	9 10 ²⁹⁹	10 05
WR 73	320.67	4.23.....MOUNT OLIVE.....*		f 5 00	f 9 30	9 20	10 13
WR 68	325.00	4.67.....SYLAMORE.....*		s 5 08	s 10 30 ²⁹⁸	9 30	10 21
WR 61	318.22	6.78.....HANDFORD.....		5 17	10 50	9 45 ²⁹⁸	10 32
WR 56	312.42	5.80 LS.....GUION.....*WC		s 5 29	s 11 50AM ²³²	10 00	10 45
WR 48	304.93	7.49.....BILTMORE.....		5 40	12 25PM	10 15	11 00
WR 42	298.98	5.95.....O'NEAL.....*		f 5 49	f 12 40	10 24	11 09
WR 36	293.06	5.92.....EARNHARTS.....		f 5 58 ²⁷⁰	f 12 55	10 33	11 18
WR 31	288.16	4.90 P.....CUSHMAN JUNCTION.....		6 04	1 05	10 42	11 27
WR 29	286.43	1.73 LS.....BATESVILLE.....WY	s 2 25PM	s 6 20	s 1 50	10 47	11 34
WR 24	280.65	5.78.....MOOREFIELD.....*	f 2 37	6 31	f 2 05	11 02 ²³²	11 51
	278.30	2.35.....DT SIDING.....	2 42	6 34	2 10	11 13	11 55
WR 20	276.38	1.92.....SULPHUR ROCK.....*	f 2 46	6 37	f 2 15	11 25	11 58PM
WR 14	270.39	5.99 LS.....NEWARK.....*	s 2 59	s 6 47	s 2 30	11 35	12 08AM
WR 9	265.58	4.81.....PAROQUET.....	f 3 07 ²⁹⁹	6 53	f 3 07 ²⁴³	11 45	12 17
	264.43	1.15.....DRAW BRIDGE.....(Black River)					
WR 1	259.58	4.85.....ZZ SIDING.....	3 18	7 03	3 40	11 57AM	12 28
X 259	258.80	0.78 P.....DIAZ.....Y	f 3 20PM	7 05PM	f 3 50PM	12 05PM	12 30AM
		CS.....NEWPORT.....WCT	s 3 30PM	s 7 15PM	4 00PM	12 15PM	12 35AM
	122.51		Daily	Daily	Daily Ex. Sunday	Daily	Daily

SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

TRAINS SOUTHWARD

SECOND CLASS

TIME-TABLE

No. 34

SEPTEMBER 21, 1941

TRAINS NORTHWARD

SECOND CLASS

751
Mixed

761
Red Ball
Freight

Miles from St. Louis (via Diaz)

Station Numbers

Siding Capacity in Cars

760
Red Ball
Freight

750
Mixed

Daily
Ex. Sunday

Daily

STATIONS

Daily

Daily
Ex. Sunday

Station Numbers	Miles from St. Louis (via Diaz)	STATIONS	751 Mixed	761 Red Ball Freight	760 Red Ball Freight	750 Mixed
WR 221	477.83	CS.....CRANE.....Y	s 12 45PM	5 15AM	s 11 30AM	s 4 10PM
PD 7	483.95	6.12.....HURLEY.....	f 1 00	5 30	f 11 07	f 3 40
PD 16	492.82	8.87 TP.....CLEVER.....	s 1 25	5 52	s 10 47	s 3 17
PD 21	498.38	5.56.....TERRELL.....	f 1 40	6 05	f 10 34	f 3 04
PD 26	502.77	4.39.....BATTLEFIELD.....	f 1 52	6 18	f 10 22	f 2 52
PD 34	510.53	7.76.....ST. L.-S. F. CROSSING.....				
PD 34	511.18	0.65 LS.....SPRINGFIELD.....WT	s 2 15PM	6 45AM	10 00AM	2 30PM
			Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

COTTER SUBDIV.—DIAZ TO COTTER

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIME-TABLE No. 34 SEPTEMBER 21, 1941		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				244	232			260	298	270	
				Passenger	Passenger			Red Ball Freight	Local Freight	Red Ball Freight	
STATIONS		Daily	Daily			Daily	Daily Ex. Sunday	Daily			
		CS.....	COTTER.....WCT	s	1 25PM			8 15AM	s	2 15PM	8 45PM ²⁶⁹
48	369.76		BUFFALO.....*	f	1 10 ²⁹⁸			7 53 ²⁶¹	f	1 10 ²³²	8 23
45	365.62		CARTNEY.....*	f	1 04			7 45 ²⁹⁹	f	12 50	8 16
56	357.43	LS.....	NORFORK.....*W	s	12 53			7 30	s	12 25	8 02
57	352.29		HERON.....*	f	12 45			7 20	f	12 10PM	7 53
55	347.40		BERRY.....*		12 39			7 10	f	11 59AM	7 45
15	341.44	LS.....	GALICO ROCK.....*	s	12 31			6 59	s	11 40	7 36
55	339.52		DD-CRESWELL.....*	f	12 26			6 55	f	11 10	7 33
	333.90		BOSWELL.....*	f	12 19			6 45	f	11 00	7 23
83	329.67		MOUNT OLIVE.....*	f	12 13			6 35	f	10 45	7 15
56	325.00	LS.....	SYLAMORE.....*	s	12 07PM			6 26	s	1030 ²⁹⁹	7 05
56	318.22		HANDFORD.....*		11 57AM			6 15		9 45 ²⁶¹	6 55
51	312.42	LS.....	GUION.....*WC	s	1150 ²⁹⁹			6 00	s	9 00	6 45
55	304.93		BILTMORE.....*		11 40			5 35		7 45	6 25
57	298.98		O'NEAL.....*	f	11 32			5 25	f	7 35	6 15
56	293.06		EARNHARTS.....*		11 25			5 15	f	7 25	558 ²³¹
	288.16	P.....	CUSHMAN JUNCTION.....*		11 19			5 06		7 15	5 41
Yd.	286.43	LS.....	BATESVILLE.....WY	s	7 35AM	s	11 14	5 00	s	7 05	5 35
54	280.65		MOOREFIELD.....*	s	7 15		1102 ²⁶¹	4 35	f	6 35	5 21
39	278.30		DT SIDING.....*		7 10			4 30		6 30	5 17
25	276.38		SULPHUR ROCK.....*	s	7 06			4 25	f	6 25	5 12
93	270.39	LS.....	NEWARK.....*	s	6 56	a	10 48	4 15	s	6 10	5 02
93	265.58		PAROQUET.....*	f	6 46			4 06	f	5 52	4 52
	264.43		DRAW BRIDGE.....* <small>Black River</small>								
34	259.58		ZZ SIDING.....*		6 36			3 56		5 42	4 42
	258.80	P.....	DIAZ.....Y	f	6 35AM			3 55AM	f	5 40AM	4 40PM
		CS.....	NEWPORT.....WCT	s	6 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. 34 SEPTEMBER 21, 1941			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS					SECOND CLASS									
799 Local Freight					798 Local Freight									
Daily Ex. Sunday					Daily Ex. Sunday									
STATIONS				STATIONS										
			9 30AM	297.63	LS.....	CUSHMAN.....T	PE 9	10						
			10 00	290.55	P.....	LIMEDALE.....*	PE 2							
			10 15AM	288.16	P.....	CUSHMAN JUNCTION.....*	WR31							
			10 30AM			BATESVILLE.....*								
			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.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Pleasant Hill Subdiv.	65	50
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	35
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
Crocket: 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.	55	55
2101 to 2125.	90	90
2305 to 2398.	55	55
2504 to 2523.	60	60
2638 to 2651.	50	50
2707.	60	60
4000.	30	30
5201 to 5207.	55	55
5308 to 5316.	80	80

3. SPEED RESTRICTIONS: (Continued)

	Miles Per Hour	
	Passenger Trains	Freight Trains
Missouri Pacific Engines:—Cont.		
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
9200 to 9203 (Diesel).	35	35

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

Motor Cars:

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

Trains handling:

Motor Cars dead in tow.	50	50
Diesel engines dead in tow:		
800 Series. ....	..	30
4100, 4101 and 9000-9001 Series. ....	..	35
4102, 4103 and all other Diesel road engines. ....	..	Maximum Permissible Speed
Pile Drivers. ....	..	25
Steam Shovels. ....	..	25
Scale Test Cars (handle next to caboose). ....	..	Maximum Frt Train Speed..
Wrecking Cranes (Self-propelling). ....	..	25
Bridge Derrick Cars (non-revolving) boom connected. ....	..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.		
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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.		

	Miles Per Hour	
	Passenger	Freight
	Trains	Trains

3. SPEED RESTRICTIONS: (Continued)

Trains handling:		
American Ditchers, self-propelling.....	..	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.		
Locomotive Cranes or Clam Shells.....	..	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.		
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 cranes, pile drivers and Jordan ditchers or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.

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

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

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

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

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

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

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. 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	37	317	28	
55	294	15	293	37	55	293	37	294	15	
55	264	26	264	8	55	264	8	264	26	
50	250	30	258	12	50	258	12	250	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 0463.		
★Dr. J. E. Castles, District Surgeon.....	Kansas City, Mo.....	{1000 Argyle Bldg.. {12th and McGee.....	Harrison 5037 & 5038.....	5312 Paseo.....	HHghland 1746.
Dr. L. V. Murray.....	Pleasant Hill, Mo.....	110 First.....	62.....	206 North Armstrong.....	285.
★★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. Nef.....	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.....	1881.
★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, 818 Burke.....	208		
★Dr. W. T. Wilkening, Resident Surgeon.....	Fort Scott, Kan.....	11½ East First.....	1930.....	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.....	1579.....	510 South Eddy.....	1494.
★★Dr. K. J. Bierlein.....	Arma, Kan.....	Arma.....	2831.....	Arma.....	2831.
★★Dr. D. E. Green.....	Pleasanton, Kan.....	9th and Main.....	53.....	Eleventh and Main.....	19.
★★Dr. L. D. Mills.....	Mound City, Kan.....	Mound City.....	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.....	10.....	Reeds Spring.....	10.
★★Dr. G. B. Mitchell.....	Branson, Mo.....	Over Owens Drug Store.....	38.....	Branson.....	72.
★★Dr. H. V. Kirby.....	Harrison, Ark.....	108 East Rush.....	37.....	318 North Cherry.....	27.
★★Dr. L. M. Weast.....	Yellville, Ark.....	Yellville Drug Co.....	73.....	Yellville.....	39.
★Dr. S. W. Chambers, Resident Surgeon.....	Cotter, Ark.....	West Main.....	100.....	Mountain Home.....	104.
★★Dr. N. J. Copp.....	Calico Rock, Ark.....	Over Bank Bldg.....	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.....	Magness Bldg.....	75.....	Newark.....	36.
★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