

### DIVISION OFFICERS

R. C. WILDEBOOR. Superintendent..... Wichita, Kans.  
H. A. ISRAEL..... Assistant Superintendent..... Nevada, Mo.  
W. A. CATLETT.... 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.  
J. A. McCOY..... Road Foreman of  
Engines..... Wichita, Kans.  
J. L. KENDALL.... Division Trainmaster..... Nevada, Mo.  
T. E. BOLSON..... Dispatcher..... Nevada, Mo.  
R. L. CLAY..... Dispatcher..... Nevada, Mo.  
J. C. McVEY..... Dispatcher..... Nevada, Mo.  
T. S. POTTER, SR.; Dispatcher..... Nevada, Mo.  
T. S. POTTER, JR.. Dispatcher..... Nevada, Mo.  
B. M. RITCHEY.... Dispatcher..... Nevada, Mo.  
M. E. STEPHENS... Dispatcher..... Nevada, Mo.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## JOPLIN AND WHITE RIVER DIVISIONS

# TIME-TABLE No. 41

**Effective 12:01 a. m. Sunday, March 23, 1947**

CENTRAL STANDARD TIME

**Superseding Time-Table No. 40, effective June 2, 1946,  
and all Supplements thereto.**

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 10, THIS DIVISION,  
EFFECTIVE DECEMBER 15, 1946; AND

MUST ALSO CARRY A COPY OF KANSAS CITY  
TERMINAL DIVISION SPECIAL INSTRUCTIONS  
No. 5 EFFECTIVE OCTOBER 1, 1946.

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

R. C. WHITE, Chief Operating Officer.

E. SULLIVAN, Assistant General Manager.

C. W. PACE, General Superintendent Transportation.

C. A. FINK, Asst. General Superintendent Transportation.

H. E. ROLL, General Superintendent.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pleasant Hill.....	Eastern Div...6	Joplin Div....206	1:15 p. m.	10 Min.	For revenue passengers.
" ".....	" " .11	" " ....232	8:30 p. m.	20 Min.	For revenue passengers destined points beyond Kansas City.
" ".....	" " 211	" " ....232	Indefinitely	Indefinitely	For connection.
" ".....	" " 205	" " ....206	"	"	"
" ".....	" " 20	" " ....420	"	"	"
" ".....	Joplin Div...231	Eastern Div...212	2:30 a. m.	1 Hr. 10 Min.	"
" ".....	" " 221	" " ....210	Indefinitely	Indefinitely	"
" ".....	" " 419	" " ....19	"	"	"
Carthage.....	" " 206	Joplin Div...306	"	"	"
" ".....	" " 232	Bus Run...#332-B	"	"	"
" ".....	" " 321	Joplin Div...221	"	"	"
" ".....	Bus Run...#333-B	White River...232	"	"	"
" ".....	Joplin Div...232	" " ....232	"	"	"
" ".....	White River...231	Joplin Div...231	"	"	"
" ".....	" " 231	Bus Run...#306-B	"	"	"
" ".....	Bus Run...#331-B	Joplin Div...231	"	"	"
Crane.....	White River...781	White River...231	1:25 p. m.	30 Min.	For passengers.
" ".....	" " 232	" " ....780	4:13 p. m.	10 Min.	"
Newport.....	Ark. Div...231	" " ....231	Indefinitely	Indefinitely	For connection.
" ".....	" " 25	" " ....231	8:29 p. m.	10 Min.	For revenue passengers.
" ".....	White River...232	Ark. Div...232	Indefinitely	Indefinitely	For connection.
" ".....	" " 232	" " ....4	10:33 a. m.	15 Min.	For revenue passengers.
" ".....	" " 244	" " ....17&26	7:15 a. m.	45 Min.	For revenue passengers and mail.
" ".....	Ark. Div...3	White River...243	3:45 p. m.	15 Min.	For revenue passengers.
Ft. Scott.....	Joplin Div...420	Wichita Div...420	Indefinitely	Indefinitely	For connection.
" ".....	Wichita Div...419	Joplin Div...419	"	"	"

### EXPLANATION OF CHARACTERS:

- C—Coal.
  - O—Fuel Oil.
  - W—Water.
  - Y—Wye Track.
  - 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 on signal to receive or discharge revenue passengers
- c—Stop on signal to discharge revenue passengers from beyond Batesville.
- d—Stop on signal to receive or discharge revenue passengers and mail.
- j—Stop on signal to receive revenue passengers for Kansas City and beyond.
- k—Stop to discharge revenue passengers from Eastern Division points.
- m—Stop on signal to discharge revenue passengers from Kansas City, Independence and Jefferson City and beyond or to receive revenue passengers for Branson, Mo. and beyond.
- w—Stop on signal to discharge revenue passengers from Wichita Division or to receive 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					
<b>Pleasanton Subdiv.:</b>							
Robinson Coal Co.....	303.20	f796	f797				
<b>Carthage Subdiv.:</b>							
Turkey.....	397.27	f232	f231	f296	f297		
Self.....	425.95	f232	f231	f296	f297		
Garber.....	454.74	f232	f231	f296	f297		
<b>Cotter Subdiv.:</b>							
Reamey.....	262.94			f244	f243		
Magness.....	272.59			s244	s243		
Walls Ferry.....	303.43			f244	f243	f292	f293
Croker.....	306.85	f232	f231	f244	f243	f292	f293
Mandd.....	307.43	a232	a231	f244	f243	f292	f293
Bolt.....	316.22	f232	f231	f244	f243	f292	f293
Twin Creek.....	319.92	f232	f231	f244	f243	f292	f293
Buford.....	376.34			f244	f243	f292	f293
<b>Springfield Subdiv.:</b>							
Quail.....	480.81	f760	f781	f780			
Browns Spring.....	487.35	f760	f781	f780			
Terrell.....	498.38	f760	f781	f780			
Wilson Creek.....	500.19	f760	f781	f780			

### 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.

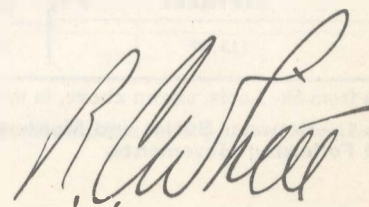
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.

PLEASANT HILL SUBDIV.—PLEASANT HILL TO WR JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS SOUTHWARD							
			FIRST CLASS							
			221 Passenger	231 Passenger	419 Passenger					
		<b>STATIONS</b>	Daily	Daily	Daily					
		ST. LOUIS	5 40PM		5 40PM					
		KANSAS CITY	11 50PM	8 00AM						
249	249.27	CS. PLEASANT HILL WY	1 00AM	9 05AM	11 10PM					
		0.63 C. R. I. & P. CROSSING								
P 2	250.38	P. GOWDY	1 06 <sup>420</sup>	9 08 <sup>78</sup>	11 17					
P 5	253.74	P. ORE	1 10	9 13 <sup>291</sup>	11 21					
P 8	256.86	P. HUBER	1 14	9 7	11 26					
		1.51 M.-K.-T. CROSSING								
P 10	258.83	LS. HARRISONVILLE *	s 1 24	s 9 20	s 11 32					
		0.16 S. L. S. F. CROSSING								
		0.41 S. L. S. F. CROSSING								
P 17	265.47	P. LONE TREE	1 32	9 27	11 42					
P 22	270.69	P. COAL CHUTE WC								
		5.22 ARCHIE								
P 23	271.76	LS. ARCHIE * f	1 43	m 9 34	11 54PM					
		5.85 ADRIAN								
P 29	277.61	LS. ADRIAN * f	1 52	m 9 40	k 12 01AM					
		5.19 PASSAIC								
P 34	282.80	P. PASSAIC * f	1 59	9 46 <sup>270</sup>	12 07					
		4.32 BUTLER								
P 38	287.12	CS. BUTLER WY	s 2 05	s 9 51	s 12 15 <sup>420</sup>					
		3.44 MONTEITH JCT								
P 42	290.56	P. MONTEITH JCT	2 15 <sup>796</sup>	9 55	12 23					
		3.01 ATHOL								
P 45	293.57	P. ATHOL	2 19	9 59	12 27					
		3.33 OVID								
P 48	296.90	P. OVID	2 23	10 03	12 31					
		2.09 RICH HILL								
P 50	298.99	CS. RICH HILL	s 2 30	s 10 06	s 12 34					
		1.71 RICH HILL JCT								
		1.77 PANAMA								
P 54	302.47	P. PANAMA	2 35	10 10						
		4.95 HORTON								
P 58	307.42	P. HORTON * f	2 41	10 15						
		6.36 WALES								
P 65	313.78	P. WALES	2 49	10 22						
		3.32 NA TOWER M.-K.-T. Crossing								
		0.39 NEVADA								
P 69	317.49	P. NEVADA WCTY	s 3 10 <sup>293</sup>	s 10 33 <sup>269</sup>						
		1.88 NASSAU JCT								
P 71	319.37	P. NASSAU JCT Y	3 14	10 36 <sup>206</sup>						
		4.72 MILO								
P 75	324.09	LS. MILO * f	3 21	m 10 41						
		6.78 SHELDON								
P 82	330.87	LS. SHELDON * f	3 31	m 10 48 <sup>292</sup>						
		4.84 IRWIN								
P 86	335.71	P. IRWIN * f	3 40	m 10 53						
		6.55 LAMAR								
P 93	342.26	TP. LAMAR * WY	s 3 53	s 11 03						
		0.74 MP TOWER S. L. S. F. Crossing								
		4.83 BOSTON								
P 99	347.83	P. BOSTON * f	4 01	11 09						
		5.70 JASPER								
P105	353.53	LS. JASPER * f	4 12	m 11 16						
		4.81 CARYTOWN								
P109	358.34	P. CARYTOWN	4 17	11 22						
		5.69 WR JCT								
		364.03	4 23 <sup>AM270</sup>	11 28AM						
		CARTHAGE WY	4 40AM	11 29AM						
		115.47	Daily	Daily	Daily					

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

Note 1.—Between Butler and Monteith Jct. and between Rich Hill and Rich Hill Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.



PLEASANT HILL SUBDIV.—WR JCT. TO PLEASANT HILL

3

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS NORTHWARD					
			FIRST CLASS					
			206 Passenger	232 Passenger	420 Passenger			
STATIONS			Daily	Daily	Daily			
		ST. LOUIS	5 40PM	7 28AM	7 47AM			
		KANSAS CITY	2 20PM	9 05PM				
Yd.	249.27	CS. PLEASANT HILL WY	s 12 50PM	s 8 00PM	s 1 15AM			
		0.63						
	249.19	C. R. I. & P. CROSSING						
		1.19						
56	250.38	P. GOWDY	12 39	7 53	1 06 <sup>221</sup>			
		3.36						
85	253.74	P. ORE	12 33	7 49	12 59			
		3.12						
57	256.86	P. HUBER	12 28	7 45	12 55			
		1.81						
	258.67	M.-K.-T. CROSSING						
		0.16						
50	258.83	LS. HARRISONVILLE	*s 12 24	d 7 42	w 12 52			
		0.41						
	259.24	S. L. S. F. CROSSING						
		0.14						
	259.38	S. L. S. F. CROSSING						
		6.09						
85	265.47	P. LONE TREE	12 10PM	7 32	12 43			
		5.22						
	270.69	COAL CHUTE WC						
		1.07						
57	271.76	LS. ARCHIE	*s 11 59AM	7 24	w 12 33			
		5.85						
85	277.61	LS. ADRIAN	*s 11 50	d 7 18	w 12 27			
		5.19						
60	282.80	P. PASSAIC	*f 11 42 <sup>291</sup>	7 13	12 21			
		4.32						
98	287.12	Note 1 CS. BUTLER W	s 11 34	s 7 08	s 12 15 <sup>419</sup>			
		3.44						
	290.56	Note 1 P. MONTEITH JCT.	11 22	7 00	12 09			
		3.01						
56	293.57	P. ATHOL	11 18	6 56	12 06			
		3.33						
72	296.90	P. OVID	11 14	6 52	12 02AM			
		2.09						
85	298.99	Note 1 CS. RICH HILL	s 11 10	s 6 49	s 11 59PM			
		1.71						
	300.70	Note 1 P. RICH HILL JCT. Y	11 07	6 46	11 55PM			
		1.77						
101	302.47	P. PANAMA	11 05	6 44				
		4.95						
57	307.42	P. HORTON	*f 11 00	6 39				
		6.36						
58	313.78	P. WALES	10 54	6 32				
		3.32						
	317.10	CS. NA TOWER M.-K.-T. Crossing						
		2.39						
Yd.	317.49	Automatic Block P. NEVADA WCTYS	10 50	s 6 25 <sup>260</sup>				
		1.88	10 40 <sup>269</sup>					
23	319.37	Automatic Block P. NASSAU JCT. Y	10 36 <sup>231</sup>					
		4.72						
	324.09	LS. MILO	*f 10 30	6 08				
		6.78						
85	330.87	LS. SHELDON	*s 10 22	6 01				
		4.84						
	335.71	P. IRWIN	*f 10 16	5 56				
		6.55						
56	342.26	TP. LAMAR *WY	s 10 07 <sup>292</sup>	s 5 49				
		0.74						
	343.00	CS. MP TOWER S. L. S. F. Crossing						
		4.83						
	347.83	P. BOSTON	*f 10 01	5 41				
		5.70						
85	353.53	LS. JASPER	*s 9 55	5 35				
		4.81						
	358.34	P. CARYTOWN	9 46	5 30				
		5.69						
	364.03	WR JCT.	9 40AM	5 24PM				
		CARTHAGE WYS	9 34AM	5 15PM				
		115.47	Daily	Daily	Daily			

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

Note 1.—Between Butler and Monteith Jct. and between Rich Hill and Rich Hill Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.

PLEASANT HILL SUBDIV.—PLEASANT HILL TO WR JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 1947	TRAINS SOUTHWARD									
			SECOND CLASS									
			263 Red Ball Freight	79 Red Ball Freight	293 Local Freight	797 Local Freight	795 Local Freight	269 Red Ball Freight	291 Local Freight	491 Local Freight	261 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
ST. LOUIS				7 00PM								
KANSAS CITY			11 00PM					6 00AM			8 15PM	
249	249.27	CS. PLEASANT HILL WY	1 45AM	2 30AM				7 20AM	8 50AM		9 30PM <sup>260</sup>	
	249.19	C. R. I. & P. CROSSING										
P 2	250.38	P. GOWDY	1 55	2 35				7 25	8 59 <sup>78</sup>		9 35	
P 5	253.74	P. ORE	2 05	2 40				7 35	9 13 <sup>231</sup>		9 45	
P 8	256.86	P. HUBER	2 15	2 46				7 40	9 25		9 50	
	258.67	M.-K.-T. CROSSING										
P 10	258.83	LS. HARRISONVILLE *	2 25	2 51				7 45	10 00 <sup>s</sup>		9 55	
	259.24	S. L. S. F. CROSSING										
	259.38	S. L. S. F. CROSSING										
P 17	265.47	P. LONE TREE	2 40	3 02				8 00	10 27 <sup>270</sup>		10 05	
P 22	270.69	COAL CHUTE WC										
P 23	271.76	LS. ARCHIE *	2 55	3 17				8 16 <sup>78</sup>	10 45 <sup>f</sup>		10 22	
P 29	277.61	LS. ADRIAN *	3 05	3 27				8 25	11 15 <sup>f</sup>		10 30	
P 34	282.80	P. PASSAIC *	3 15	3 36				8 35	11 42 <sup>AM208</sup>		10 38	
P 38	287.12	Note 1 CS. BUTLER WY	3 30	3 45		4 00AM		8 43	12 10PM <sup>s</sup>		10 45	
P 42	290.56	P. MONTEITH JCT.	3 40	3 55		4 10AM		8 50	12 20		10 55	
P 45	293.57	P. ATHOL	3 50	3 59				8 55	12 26		10 59	
P 48	296.90	P. OVID	3 55	4 05				9 00 <sup>270</sup>	12 31		11 04	
P 50	298.99	Note 1 CS. RICH HILL	4 20 <sup>79</sup>	4 15 <sup>263</sup>				9 05	1 00 <sup>s</sup>		11 10	
	300.70	P. RICH HILL JCT. Y	4 25	4 20AM				9 15	1 05PM <sup>290</sup>	1 15PM	11 20	
P 54	302.47	P. PANAMA	4 30					9 18 <sup>490</sup>		1 25	11 23	
P 58	307.42	P. HORTON *	4 37					9 25		1 35	11 30	
P 65	313.78	P. WALES	4 47					9 35		1 45	11 40PM	
	317.10	CSNA TOWER M.-K.-T. Crossing										
P 69	317.49	P. NEVADA WCTY	5 30 <sup>795</sup>		3 15AM <sup>221</sup>			5 35AM <sup>263</sup>	9 45 <sup>231</sup> 10 40 <sup>208</sup>		2 00PM	12 20AM
P 71	319.37	P. NASSAU JCT. Y	5 35		3 24		5 40AM	10 45			12 25	
P 75	324.09	LS. MILO *	5 42		3 35			10 55			12 33	
P 82	330.87	LS. SHELDON *	5 55 <sup>270</sup>		3 45			11 05 <sup>292</sup>			12 43	
P 86	335.71	P. IRWIN *	6 05		3 55			11 12			12 51	
P 93	342.26	TP. LAMAR *WY	6 15		4 15			11 22			1 01	
	343.00	CS.MPTOWER S. L. S. F. Crossing										
P 99	347.83	P. BOSTON *	6 25		4 25			11 32			1 11	
P105	353.53	LS. JASPER *	6 35		4 40			11 41			1 20	
P109	358.34	P. CARYTOWN	6 45		4 50 <sup>270</sup>			11 48			1 27	
	364.03	WR JCT.	6 55AM		5 00AM			11 57AM			1 37AM	
		CARTHAGE WY	6 56AM		5 01AM			11 58AM			1 38AM	
	115.47		Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	

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

Note 1.—Between Butler and Monteith Jct. and between Rich Hill and Rich Hill Jct., Automatic Block, Signal Indication, both Operating and Following Movements.



PLEASANT HILL SUBDIV.—WR JCT. TO PLEASANT HILL

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS NORTHWARD							
			SECOND CLASS							
			796 Local Freight	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. Sunday	Daily Ex. Sunday	Daily
		ST. LOUIS								
		KANSAS CITY		2 00PM						1 00AM
Yd.	249.27	CS. PLEASANT HILL WY		11 30AM	9 30AM				4 20PM	9 30PM <sup>261</sup>
	249.19	0.63 C. R. I. & P. CROSSING								
56	250.38	P. GOWDY		11 01	9 08 <sup>231</sup> 8 59 <sup>291</sup>			4 08		9 10
85	253.74	P. ORE		10 55	8 53			4 02		9 03
57	256.86	P. HUBER		10 47	8 48			3 56		8 58
	258.67	1.81 M.-K.-T. CROSSING								
50	258.83	0.16 LS. HARRISONVILLE *		10 40	8 42			s 3 50		8 48
	259.24	0.41 S. L. S. F. CROSSING								
	259.38	0.14 S. L. S. F. CROSSING								
85	265.47	6.09 P. LONE TREE		10 27 <sup>291</sup>	8 31			3 25		8 33
	270.69	5.22 COAL CHUTE WC								
57	271.76	1.07 LS. ARCHIE *		10 11	8 16 <sup>269</sup>			f 3 10		8 18
85	277.61	5.85 LS. ADRIAN *		10 03	8 08			f 3 00		8 09
60	282.80	5.19 P. PASSAIC *		9 46 <sup>231</sup>	8 00			f 2 40		7 59
	287.12	4.32 Note 1 CS. BUTLER WY	2 25AM	9 31	7 52			s 2 30		7 50
	290.56	3.44 P. MONTEITH JCT.	2 15AM <sup>221</sup>	9 16	7 45			2 05		7 41
	293.57	3.01 P. ATHOL		9 10	7 35			2 00		7 35
72	296.90	3.33 P. OVID		9 00 <sup>269</sup>	7 15			1 50		7 25
85	298.99	2.09 Note 1 CS. RICH HILL		8 55	6 55			s 1 45		7 20
	300.70	1.71 P. RICH HILL JCT. Y		8 45	6 50AM		9 25AM	1 10PM <sup>291</sup>		7 16
101	302.47	1.77 P. PANAMA		8 42			9 18 <sup>269</sup>			7 13
57	307.42	4.95 P. HORTON *		8 34			9 05			7 05
58	313.78	6.36 P. WALES		8 14			8 50			6 55
	317.10	3.32 CS. NA TOWER M.-K.-T. Crossing								
Yd.	317.49	0.39 P. NEVADA WCTY		8 00		11 35AM	8 30AM		1 25PM	6 45 <sup>232</sup> 5 30
23	319.37	1.88 P. NASSAU JCT. Y		6 25		11 30			1 15PM	5 01
	324.09	4.72 LS. MILO *		6 15		11 20				4 52
85	330.87	6.78 LS. SHELDON *		5 55 <sup>263</sup>		11 05 <sup>269</sup> 10 48 <sup>231</sup>				4 40
	335.71	4.84 P. IRWIN *		5 40		10 30				4 32
56	342.26	6.55 TP. LAMAR *WY		5 28		10 07 <sup>206</sup>				4 20
	343.00	0.74 CS. MPTOWERS S. L. S. F. Crossing								
	347.83	4.83 P. BOSTON *		5 15		9 15				4 05
85	353.53	5.70 LS. JASPER *		5 00		8 59				3 55
	358.34	4.81 P. CARYTOWN		4 50 <sup>293</sup>		8 40				3 45
	364.03	5.69 WR JCT.		4 30AM <sup>221</sup>		8 26AM				3 31PM
		CARTHAGE WY		4 15AM		8 25AM				3 15PM
	115.47		Daily Ex. Monday	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily

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

Note 1.—Between Butler and Monteith Jct. and between Rich Hill and Rich Hill Jct., Automatic Block, Signal Indication, both Opposing and Following Movements.

PITTSBURG SUBDIV.—BETWEEN NASSAU JCT. AND COFFEYVILLE

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIME-TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 41					SECOND CLASS			
795 Local Freight					MARCH 23, 1947					794 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday						
				NA TOWER									
			5 40AM	319.37	P.....	NASSAU JCT.....	Y	P 71	23		1 15PM		
			s 6 05	328.03	TP.....	MOUNDVILLE.....		N 11	38	f 12 55			
			s 6 30	333.29	LS.....	BRONAUGH.....	W	N 16	56	s 12 40			
			f 6 50	338.20		HANNON.....		N 21		f 12 25			
			s 7 30	343.34	LS.....	LIBERAL.....		N 26	28	f 12 10PM			
				343.46		S. L. S. F. CROSSING.....							
				350.22		S. L. S. F. CROSSING.....							
			f 8 00	350.77		MINDEN, MO.....		N 33	32	f 11 45AM			
			s 8 10	352.85	LS.....	CORNELL JCT., KAN. WCY	S	N 35	Yd.	s 11 40			
				357.67		A. T. & S. F. CROSSING.....							
				357.69		K. C. S. CROSSING.....							
			s 8 20	358.14	LS.....	PITTSBURG.....	WY	N 41	31	s 10 50			
				358.50		S. L. S. F. CROSSING.....							
				358.88		S. L. S. F. CROSSING.....							
				360.28		J.-P. CROSSING.....							
				361.66		A. T. & S. F. CROSSING.....							
			f 8 35	361.82	P.....	CHICOPEE.....				10 00			
			f 8 40	363.35		FLEMING.....	Y	N 46	40	f 9 55			
				363.78		J.-P. CROSSING.....							
				365.68		S. L. S. F. CROSSING.....							
			f 8 50	365.88		CHEROKEE.....		N 48	17	f 9 46			
				366.81		S. L. S. F. CROSSING.....							
				367.06		COMMERCIAL FUEL CO CROSSING							
			9 00	369.39	P.....	P. & M. COAL CO.....				9 38			
				371.34		N. E. O. CROSSING.....							
			s 9 30	371.36	LS.....	CARONA.....		N 55	38	s 9 30	795		
				374.08		M.-K.-T. CROSSING.....							
			s 10 05	379.66		SHERWIN.....		N 62	35	s 9 13			
				379.66		S. L. S. F. CROSSING.....							
			f 10 25	386.14		FAULKNER.....		N 68	33	f 8 57			
				391.52		WATER TANK.....	W						
			s 10 50	392.82	LS.....	CHETOPA.....		N 75	26	s 8 40			
				393.29		M.-K.-T. CROSSING.....							
			f 11 10	400.01		BARTLETT.....		N 83	42	f 8 20			
			s 11 30	408.14	LS.....	EDNA.....		N 91	56	s 8 00			
			f 11 50AM	413.23		VALEDA.....		N 96	19	f 7 45			
				423.02		A. T. & S. F. CROSSING.....							
				423.03		M.-K.-T. CROSSING.....							
			12 15PM	423.33	CS.....	COFFEYVILLE...WCTY	S	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. 41		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS		MARCH 23, 1947				FIRST CLASS	SECOND CLASS	
493 Local Freight	79 Red Ball Freight	419 Passenger		420 Passenger	78 Red Ball Freight			492 Local Freight		
Daily Ex. Sunday	Daily	Daily		<b>STATIONS</b>		Daily	Daily	Daily Ex. Sunday		
	4 15AM	12 34AM		<b>RICH HILL</b>		11 59PM	6 55AM			
	9 50AM	4 20AM	300.70	P..... RICH HILL JCT..... Y P 50		11 55PM	6 50AM	12 55PM		
f 10 05	4 35	s 12 55	307.90	7.20 ..... METZ..... H 9 31	s	11 45	6 35	f 12 40		
f 10 15	4 41	1 05	311.88	3.98 ..... RINEHART..... H13		11 40	6 28	f 12 30		
f 10 25	4 50	s 1 12	316.66	4.78 ..... RICHARDS, MO..... H18 75	s	11 34	6 20	f 12 15PM		
			316.74	0.08 ..... K. C. S. CROSSING.....						
			324.96	8.22 ..... S. L. S. F. CROSSING.....						
			325.58	0.62 ..... M.-K.-T. CROSSING.....						
10 55AM	5 10AM	s 1 35AM	326.27	0.69 LS..... FT. SCOTT, KAN..... WCT§ H27 35		11 20PM	6 00AM	11 55AM		
Daily Ex. Sunday	Daily	Daily		25.57		Daily	Daily	Daily Ex. Sunday		

**PLEASANTON SUBDIV.—BETWEEN MONTEITH JCT. AND MOUND CITY**

**CORNELL SUBDIV.—BETWEEN JD JCT. AND CORNELL JCT.**

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		MARCH 23, 1947				SECOND CLASS
797 Local Freight		796 Local Freight				
Daily Ex. Monday		<b>STATIONS</b>		Daily Ex. Monday		
4 10AM	290.56	P..... MONTEITH JCT..... P 42		2 14AM		
f 4 25	294.64	4.08 ..... NYHART..... W 4 24	f	1 46		
s 4 45	299.91	5.27 ..... FOSTER, MO..... W 9 23	s	1 26		
	304.41	4.50 ..... K. C. S. CROSSING.....				
s 5 40	311.69	7.28 LS... PLEASANTON, KAN... W W21 28	s	12 26		
	312.16	0.47 ..... S. L. S. F. CROSSING.....				
s 6 00AM	318.03	5.87 LS..... MOUND CITY..... W27 Yd.		12 01AM		
Daily Ex. Monday		27.47		Daily Ex. Monday		

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		MARCH 23, 1947				SECOND CLASS
793 Local Freight		792 Local Freight				
Daily Ex. Sunday		<b>STATIONS</b>		Daily Ex. Sunday		
8 00PM	326.27	LS... FT. SCOTT, KAN... WCT§ H 27 35		1 50AM		
8 05PM	326.43	..... JD JCT.....		1 46AM		
	331.40	4.97 ..... S. L. S. F. CROSSING.....				
f 8 30	333.26	1.86 P..... GODFREY..... TC 7 57	f	12 15AM		
f 8 55	340.18	6.92 P..... DRYWOOD..... TC14 35	f	11 45PM		
f 9 15	344.91	4.73 ..... ENGLEVALE..... TC18	f	11 25		
f 9 30	349.00	4.09 LS..... ARMA..... W TC23 25	f	11 00		
	349.18	0.18 ..... J.-P. CROSSING.....				
	352.54	3.36 ..... M. C. COAL CO.....				
	353.69	1.15 ..... K. C. S. CROSSING.....				
s 10 00PM	355.96	2.27 LS..... CORNELL JCT... WCY§ N 35 Yd.		10 30PM		
Daily Ex. Sunday		29.53		Daily Ex. Sunday		

**SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE**

TRAINS SOUTHWARD			Miles from St. Louis (via Dixie)	TIME-TABLE No. 41		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS		MARCH 23, 1947				SECOND CLASS		
781 Local Freight	761 Local Freight			760 Local Freight	780 Local Freight					
Daily Ex. Sunday	Daily			<b>STATIONS</b>		Daily	Daily Ex. Sunday			
	s 12 55PM	6 15AM	477.83	CS..... CRANE..... Y WR 221 Yd.		s 11 30AM	s 3 45PM			
f 1 10	6 30	483.95	6.12 ..... HURLEY..... PD 7 24	f	11 07	f 3 30				
s 1 30	6 52	492.82	8.87 TP..... CLEVER..... PD 16 25	s	10 47	s 3 12				
f 1 57	7 18	502.77	9.95 ..... BATTLEFIELD..... PD 26	f	10 22	f 2 52				
		510.53	7.78 ..... S. L. S. F. CROSSING.....							
s 2 20PM	7 45AM	511.18	0.65 LS..... SPRINGFIELD... WT PD 34 Yd.		10 00AM	2 30PM				
Daily Ex. Sunday	Daily		33.35		Daily	Daily Ex. Sunday				

JOPLIN SUBDIV.—WR JCT. TO JOPLIN

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			321 Passenger				293 Local Freight	263 Red Ball Freight		
		<b>STATIONS</b>	Daily					Daily Ex. Sunday	Daily	
.....	364.03	WR JCT.	4 23AM					5 00AM	6 55AM	
P 115	364.14	CS..... <b>CARTHAGE</b> .....WY	s 4 40					5 30	7 15	
P 119	367.94	DUMONT	4 45					5 37	7 25	
P 122	370.98	CENTER CREEK	4 49					5 45	<b>730</b> <sup>292</sup>	
P 126	374.96	LS..... <b>WEBB CITY</b> ....CWY	s 5 00					6 00AM	7 55	
P 133	381.59	LS..... <b>JOPLIN</b> .....WCT	s 5 15AM						8 30AM	
		17.56	Daily					Daily Ex. Sunday	Daily	

CARTHAGE SUBDIV.—WR JCT. TO COTTER

Station Numbers	Miles from St. Louis (via Dias)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			231 Passenger				261 Red Ball Freight	297 Local Freight	295 Local Freight	269 Red Ball Freight
		<b>STATIONS</b>	Daily					Daily Ex. Sunday	Daily	
.....	527.79	WR JCT.	11 28AM						11 57AM	
P 115	527.68	CS..... <b>CARTHAGE</b> .....WY	s 11 40					10 45AM	11 58AM	
	526.87	S. L. S. F. CROSSING								
WR270	526.00	AA SIDING	11 44					10 55	12 06PM	
WR266	522.62	FM SIDING	11 48					11 05	12 13	
WR261	517.65	MELUGIN	11 53					11 15	12 21	
WR256	513.16	TP.....LA RUSSELL.....*	f 11 59AM					11 25	12 29	
WR250	506.86	LS..... <b>STOTT'S CITY</b> .....*W	f 12 08PM					11 40	12 40	
WR242	499.08	TP.....HOBERG.....*	f 12 18					11 59AM	12 50	
WR236	493.14	OPAL	12 26					12 15PM	1 01	
	489.60	CS. AUTower S. L. S. F. Crossing								
WR232	488.23	TP..... <b>AURORA</b> .....s	<b>1235</b> <sup>295</sup>					{ <b>1225</b> <sup>231</sup> <b>110</b> <sup>269</sup> }	<b>1 08</b> <sup>295</sup>	
WR226	482.73	BONHAM	12 43					<b>1 40</b> <sup>260</sup>	1 18	
WR221	478.50	P..... <b>CRANE YARD</b> ....WCT	<b>1254</b> <sup>260</sup>					2 00PM	{ <b>1 25</b> <sup>260</sup> 1 50	
WR221	477.83	CS..... <b>CRANE</b> .....Y	s <b>1 02</b> <sup>296</sup>						1 55	
WR217	473.90	ELSEY	* f 1 08					s 7 05	2 05	
WR211	468.08	LS..... <b>GALENA</b> .....*	s 1 16					f 7 15	2 15	
WR204	460.75	LS..... <b>REEDS SPRING</b> .....*	s 1 28					s 7 35	2 35	
WR200	456.90	P..... <b>MARVEL CAVE</b> .....	1 34					s 7 55	2 42	
WR194	450.94	GG SIDING	1 42					f 8 05	2 42	
WR191	447.34	LS..... <b>BRANSON</b> .....W	s 1 51					f 8 15	2 51	
WR189	445.75	LS..... <b>HOLLISTER</b> .....	s 1 56					s 9 15	<b>3 14</b> <sup>232</sup>	
WR186	442.31	MELVA, MO.	2 01					s 9 20	3 20	
WR179	435.95	XD-CREST, ARK.	2 10					f 9 50	3 28	
WR176	432.70	LS..... <b>CRICKET</b> .....*	s 2 15					5 35	3 45	
WR171	427.59	P..... <b>BB SIDING</b> .....	2 22					1010 <sup>296</sup>	3 53	
WR166	423.16	P..... <b>MYRTLE</b> .....W	f <b>2 30</b> <sup>232</sup>					s 10 25	4 01	
WR159	415.54	LS..... <b>BERGMAN</b> .....	s 2 48					5 51	4 10	
WR152	408.59	ZINC	* f 2 57					f 10 50	4 25	
WR146	403.01	LS..... <b>PYATT</b> .....*	s 3 05					s 11 20	4 35	
WR141	397.97	COMAL	3 12					f 11 35	4 44	
WR136	392.37	LS..... <b>YELLVILLE</b> .....	s 3 22					s 11 59AM	4 53	
WR130	386.52	LS..... <b>FLIPPIN</b> .....*	s 3 32					12 10PM	5 03	
WR125	381.59	CS..... <b>COTTER</b> .....WCT	s 3 50PM					s 12 20	5 13	
		146.20	Daily					s 12 55	5 25PM	
								<b>7 30AM</b> <sup>296</sup>	<b>11 5PM</b> <sup>232</sup>	
								Daily Ex. Sunday	Daily	

Miles from St. Louis, shown above, under Joplin Subdiv., is mileage painted on telegraph poles, and is not actual.  
Joplin & White River Divisions(41)



JOPLIN SUBDIV.—JOPLIN TO WR JCT.

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS NORTHWARD						
			306 Passenger	FIRST CLASS				SECOND CLASS	
				Daily					292 Local Freight Daily Ex. Sunday
		STATIONS	Daily						
	364.03	WR JCT.	9 40AM					8 26AM	
	44 364.14	CS. CARTHAGE WY	9 34					8 25	3 10PM
	38 367.94	DUMONT	9 25					7 40	3 00
	39 370.98	CENTER CREEK	9 20					7 30 <sup>263</sup>	2 52
	60 374.96	LS. WEBB CITY CWY	9 15					7 15AM	2 45
Yd.	381.59	LS. JOPLIN WCT	9 05AM						2 30PM
	17.56		Daily					Daily Ex. Sunday	Daily

CARTHAGE SUBDIV.—COTTER TO WR JCT.

Siding Capacity in Cars	Miles from St. Louis (via Dixie)	TIME-TABLE No. 41 MARCH 23, 1947	TRAINS NORTHWARD						
			232 Passenger	FIRST CLASS			SECOND CLASS		
				Daily	294 Local Freight Daily Ex. Sunday	296 Local Freight Daily Ex. Sunday	260 Red Ball Freight Daily	270 Red Ball Freight Daily	
		STATIONS	Daily						
	527.79	WR JCT.	5 24PM				3 31PM	4 30AM	
	527.68	CS. CARTHAGE WY	5 15		10 00AM		3 15	4 15	
	526.87	S. L. S. F. CROSSING							
55	526.00	AA SIDING	5 12		9 30		3 02	4 10	
55	522.62	FM SIDING	5 08		9 20		2 56	4 00	
55	517.65	MELUGIN	5 03		9 10		2 48	3 50	
56	513.16	TP. LA RUSSELL	4 58		f 9 00		2 40	3 40	
75	506.86	LS. STOTT'S CITY	4 50		f 8 45		2 30	3 25	
55	499.08	TP. HOBERG	4 40		f 8 25		2 17	3 10	
56	493.14	OPAL	4 32		8 10		2 07	2 55 <sup>261</sup>	
	489.60	CS. AU TOWER S. L. S. F. Crossing							
60	488.23	TP. AURORA	4 22		s 8 00		1 59	2 45	
59	482.73	BONHAM	4 15		7 10		1 40 <sup>265</sup>	2 30	
Yd.	478.50	P. CRANE YARD WCT	4 10		7 00AM	1 10PM	1 25 <sup>269</sup> 12 30 <sup>231</sup>	2 15	
50	477.83	CS. CRANE	4 03			1 02 <sup>231</sup>	12 27	1 30	
39	473.90	ELSEY	3 53			f 12 45	12 19	1 20	
45	468.08	LS. GALENA	3 45			s 12 30PM	12 08PM	1 05	
45	460.75	LS. REEDS SPRING	3 34			s 11 57AM <sup>260</sup>	11 57AM <sup>296</sup>	12 50	
28	456.90	P. MARVEL CAVE	3 27			f 11 25	11 50	12 40	
50	450.94	GG SIDING	3 19			f 11 10	11 35	12 25	
56	447.34	LS. BRANSON W	3 14 <sup>269</sup>			s 11 00	11 27	12 15	
27	445.75	LS. HOLLISTER	3 05			s 10 35	11 18	12 01AM	
41	442.31	MELVA, MO.	2 59			f 10 20	11 12	11 55PM	
29	435.95	XD-CREST, ARK.	2 51			10 10 <sup>267</sup>	11 02	11 40	
50	432.70	LS. CRICKET	2 45			s 9 45	10 55	11 25	
10	427.50	P. BB SIDING	2 37			9 30	10 40 <sup>267</sup>	11 10	
59	423.16	P. MYRTLE W	2 30 <sup>231</sup>			f 9 20	10 30	11 00	
60	415.54	LS. BERGMAN	2 19			s 9 05	10 05	10 45	
50	408.50	ZINC	2 09			f 8 45	9 50	10 25	
51	403.01	LS. PYATT	2 01			s 8 30	9 38	10 10	
51	397.97	COMAL	1 53			8 15	9 30	10 00	
57	392.37	LS. YELVILLE	1 45			s 8 05	9 20	9 45	
49	386.52	LS. FLIPPIN	1 35			s 7 45	9 05	9 25	
Yd.	381.59	CS. COTTER WCT	1 25PM <sup>297</sup>			7 30AM <sup>261</sup>	8 45AM	9 05PM	
	146.20		Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	

Miles from St. Louis, shown above, under Joplin Subdiv., 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. 41 MARCH 23, 1947		TRAINS SOUTHWARD						
				FIRST CLASS			SECOND CLASS			
				243	231		293	261	269	
				Passenger	Passenger		Local Freight	Red Ball Freight	Red Ball Freight	
STATIONS		Daily	Daily		Daily Ex. Sunday	Daily	Daily			
WR125	381.59	CS.....	COTTER.....	WCT	11 05AM	4 00PM		7 15AM	7 45AM	5 50PM
WR113	369.76		BUFFALO.....	*s	11 25	f 4 18		f 7 35	8 05 <sup>260</sup>	6 15
WR109	365.62		CARTNEY.....	*f	11 32	f 4 25		f 7 50 <sup>260</sup>	8 15	6 23
WR102	357.43	LS.....	NORFORK.....	*W	s 11 46	s 4 37		s 8 10	8 30	6 38
WR 96	352.29		HERRON.....		f 11 54AM	4 44		f 8 20	8 38	6 46
WR 91	347.40		BERRY.....		f 12 02PM	4 50		f 8 28	8 46	6 54
WR 85	341.44	LS.....	CALICO ROCK.....		s 1222 <sup>232</sup>	s 4 57		s 8 37	8 55	7 03
WR 83	330.52		DD-CRESWELL.....	*f	f 1227 <sup>292</sup>	f 5 03		f 8 55	8 58	7 06
WR 77	333.90		BOSWELL.....	*W	s 12 37	f 5 11		f 9 13 <sup>(244/261)</sup>	9 13 <sup>(244/293)</sup>	7 15 <sup>270</sup>
WR 73	329.67		MOUNT OLIVE.....	*f	f 12 46	f 5 18		f 9 33	9 25	7 25
WR 68	325.00	LS.....	SYLAMORE.....	*s	s 12 58	s 5 26		s 1045 <sup>292</sup>	9 32	7 33
WR 61	318.22		HANDFORD.....		1 10	5 35		11 00	9 41	7 44
WR 56	312.42	LS.....	GUION.....	*WC	s 1 22	s 5 46		s 11 43AM <sup>232</sup>	9 56 <sup>292</sup>	8 00
WR 48	304.93		BILTMORE.....		1 35	5 56		12 20PM	10 10	8 15
WR 42	298.98		O'NEAL.....		f 1 48	f 6 05 <sup>270</sup>		f 12 35	10 20	8 25
WR 36	293.06		EARNHARTS.....		f 1 58	6 12		f 12 50	10 30	8 35
WR 31	288.16	P.....	CUSHMAN JCT.....		2 06	6 18		1 15	10 40	8 45
WR 29	286.43	LS.....	BATESVILLE.....	WY	s 2 20 <sup>293</sup>	s 6 29		s 2 20 <sup>243</sup>	10 43	8 51
	285.10		KD SIDING.....		2 25	6 33		2 35	10 54 <sup>232</sup>	8 54
WR 24	280.65		MOOREFIELD.....	*f	f 2 34	6 40		f 2 50	11 10	9 05
	278.30		DT SIDING.....		2 40	6 43		2 55	11 15	9 10
WR 20	276.38		SULPHUR ROCK.....	*f	f 2 44	6 46		f 3 00	11 20	9 15
WR 14	270.39	LS.....	NEWARK.....	*s	s 2 58	c 6 55		s 3 25	11 30	9 25
WR 9	265.58		PAROQUET.....		f 3 07	7 01		f 3 35	11 40	9 33
	264.43		DRAW BRIDGE.....	(Black River)						
WR 1	259.58		ZZ SIDING.....		3 18	7 08		3 45	11 50AM	9 45
X 259	258.80	P.....	DIAZ.....	Y	f 3 20PM	7 10PM		f 3 50PM	12 10PM	9 50PM
		CS.....	NEWPORT.....	WCT	s 3 25PM	7 15PM		4 00PM	12 15PM	10 00PM
	122.51				Daily	Daily		Daily Ex. Sunday	Daily	Daily

CUSHMAN SUBDIV.—BETWEEN CUSHMAN AND CUSHMAN JCT.

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIME-TABLE No. 41 MARCH 23, 1947		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									SECOND CLASS				
				297.63	LS.....	CUSHMAN.....	PE 9	10					
				290.55	P.....	LIMEDALE.....	PE 2						
				288.16	P.....	CUSHMAN JCT.....	WR31						
						BATESVILLE.....							
				9.47									



# COTTER SUBDIV.—DIAZ TO COTTER

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	<b>TIME-TABLE No. 41 MARCH 23, 1947</b>		<b>TRAINS NORTHWARD</b>										
				FIRST CLASS				SECOND CLASS						
				244	232			260	292	270				
				Passenger	Passenger			Red Ball Freight	Local Freight	Red Ball Freight				
STATIONS		Daily	Daily			Daily	Daily Ex. Sunday	Daily						
Yd.	381.59	CS.....	COTTER.....	WCT	s 10 45AM	s 1 15PM				8 30AM	s 3 00PM	8 45PM		
			11.83											
48	369.76	.....	BUFFALO.....	*	s 10 22	f 1 00				8 05 <sup>261</sup>	f 2 15	8 23		
			4.14											
45	365.62	.....	CARTNEY.....	*	f 10 14	f 12 55				7 50 <sup>293</sup>	f 2 00	8 16		
			8.19											
56	357.43	LS.....	NORFORK.....	*W	s 9 59	s 12 44				7 30	s 1 40	8 02		
			5.14											
57	352.29	.....	HERRON.....		f 9 48	12 35				7 20	f 1 20	7 53		
			4.89											
55	347.40	.....	BERRY.....		f 9 40	12 29				7 10	f 1 10	7 45		
			5.96											
15	341.44	LS.....	CALICO ROCK.....		s 9 30	s 12 22 <sup>243</sup>				6 59	s 1 00	7 36		
			1.02											
55	339.52	.....	DD-CRESWELL.....	*	f 9 22	f 12 17 <sup>292</sup>				6 55	f 12 27 <sup>243</sup> 12 05PM <sup>232</sup>	7 32		
			5.62											
56	333.90	.....	BOSWELL.....	*W	s 9 13 <sup>293</sup>	f 12 10 <sup>261</sup>				6 45	f 11 40AM	7 15 <sup>269</sup>		
			4.23											
63	329.67	.....	MOUNT OLIVE.....	*	f 9 05	f 12 05PM				6 35	f 11 15	7 03		
			4.67											
56	325.00	LS.....	SYLAMORE.....	*	s 8 57	s 11 59AM				6 26	s 10 45 <sup>293</sup>	6 55		
			6.78											
56	318.22	.....	HANDFORD.....		8 45	11 50				6 15	10 15	6 42		
			5.80											
51	312.42	LS.....	GUFON.....	*WC	s 8 35	s 11 43 <sup>293</sup>				5 50	s 9 56 <sup>261</sup>	6 33		
			7.49											
55	304.93	.....	BILTMORE.....		8 20	11 31				5 35	9 10	6 20		
			5.95											
57	298.98	.....	O'NEAL.....		f 8 10	11 24				5 25	f 9 00	6 05 <sup>231</sup>		
			5.92											
56	293.06	.....	EARNHARTS.....		f 8 00	11 17				5 15	f 8 50	5 35		
			4.90											
288.16	P.....	CUSHMAN JCT.....			7 52	11 11				5 06	8 40	5 26		
			1.73											
286.43	LS.....	BATESVILLE.....	WY	s 7 45	s 11 05					5 00	s 8 30	5 20		
			1.33											
50	285.10	.....	KD SIDING.....		7 28	10 54 <sup>261</sup>				4 45	8 05	5 14		
			4.45											
54	280.65	.....	MOORFIELD.....	*	f 7 21	10 48				4 35	f 7 55	5 04		
			2.35											
39	278.30	.....	DT SIDING.....		7 17	10 45				4 30	7 50	5 00		
			1.92											
276.38	.....	SULPHUR ROCK.....		f 7 12	10 42					4 25	f 7 45	4 56		
			5.99											
65	270.39	LS.....	NEWARK.....	*	s 6 56	10 35				4 15	s 7 30	4 46		
			4.81											
93	265.58	.....	PAROQUET.....		f 6 48	10 30				4 06	f 7 22	4 37		
			1.15											
264.43	.....	DRAW BRIDGE.....	Black River											
			4.85											
34	259.58	.....	ZZ SIDING.....		6 36	10 23				3 56	7 12	4 27		
			0.78											
258.80	P.....	DIAZ.....	Y	f 6 35AM	10 21AM					3 50AM	f 7 10AM	4 25PM		
			CS.....	NEWPORT.....	WCT	s 6 30AM	10 18AM			3 45AM	7 00AM	4 20PM		
			122.51		Daily	Daily				Daily	Daily Ex. Sunday	Daily		

## SPECIAL INSTRUCTIONS

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

- Rich Hill Subdiv.:** No. 493 is superior to No. 492.
- Joplin Subdiv.:** No. 293 is superior to No. 292.
- Cornell Subdiv.:** No. 793 is superior to No. 792.
- Springfield Subdiv.:** No. 761 is superior to No. 760.
- Springfield Subdiv.:** No. 781 is superior to No. 780.

**2. MAXIMUM SPEED:**

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

**2 (a). MAXIMUM TRAIN SPEED:** (Where maximum engine speed is LOWER, it will govern).

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

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

CONSIST "A"..... Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

**2 (a). Continued:**

CONSIST "B"..... Engines other than Diesel passenger engines with all passenger cars of any type; or—

Diesel passenger engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

Miles Per Hour

Consist "A"	Consist "B"
Track without slow speed signs	Track without slow speed signs

Pleasant Hill Subdiv.....	50	65
Joplin Subdiv.....	45	55
Rich Hill Subdiv.....	40	60
Cornell Subdiv.....	25	25

SPECIAL INSTRUCTIONS

2 (a). Concluded:

	Miles Per Hour	
	Consist "A"	Consist "B"
	Track without slow speed signs	Track without slow speed signs
Pleasanton Subdiv.....	20	20
Pittsburg Subdiv.....	30	40
Carthage Subdiv.:		
Between W. R. Jct. and Crane.....	45	60
Between Crane and Cotter.....	40	50
Cotter Subdiv.:		
Between Cotter and Batesville.....	40	55
Between Batesville and Diaz.....	40	60
Springfield Subdiv.....	35	35
Cushman Subdiv.....	20	20

2 (b). MAXIMUM ENGINE SPEED: (Where maximum train speed is LOWER, it will govern).

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

Engines other than Diesel Passenger Engines must not be operated at speed above that shown in Consist "B":

MISSOURI PACIFIC ENGINES

GCL AND IGN ENGINES

Numbers	MPH	Numbers	MPH	Numbers	MPH
1 to 173.....	60	1801 to 1817.....	45	300 to 360.....	50
402 to 486.....	45	2101 to 2125.....	90	361 to 389.....	65
501 to 524(D).....	65	2201 to 2215.....	90	525 to 540(D).....	65
800 to 815(D).....	30	2313 to 2398.....	55	941 to 948.....	45
1201 to 1280.....	55	2506 to 2520.....	60	1011 to 1040.....	55
Psg. Service.....	55	2638 to 2651.....	50	1051 to 1073.....	55
Frt. Service.....	63	2707.....	60	1101 to 1125.....	63
1301 to 1325.....	55	4100 and 4101(D).....	35	1151 to 1161.....	80
Psg. Service.....	55	4102 and 4103(D).....	75	7007 to 7013(PD).....	98
Frt. Service.....	63	5201 to 5207.....	55	9150 to 9161(D).....	35
1401 to 1571.....	55	5308 to 5316.....	80	9200 to 9206(D).....	35
Psg. Service.....	55	5321 to 5327.....	90		
Frt. Service.....	63	5335 to 5344.....	80		
1701 to 1714.....	55	5502 to 5539.....	80		
1715 to 1719.....	50	6001.....	90		
1720 to 1729.....	55	6401 to 6444.....	80		
Roller Bearing Equipped (See Note A).....	63	6501 to 6516.....	70		
Not Roller Bearing Equipped (See Note B).....	55	6601 to 6629.....	80		
		7000 to 7011(PD).....	98		
		7100(PD).....	90		
		9000 to 9012(D).....	35		
		9102 to 9119(D).....	35		

D—Diesel. PD—Passenger Diesel.  
 Note "A"—1720-1721-1723-1725-1726-1727.  
 Note "B"—1722-1724-1728-1729.

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

3 (a). Engines Light Moving Forward:

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

3 (b). Engines Running Backward:

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour, except:

Subdivision:	Miles Per Hour
Pleasanton.....	15
Pittsburg.....	20
Cornell.....	20
Cushman.....	15
Springfield.....	20

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

3 (c). Through Turnouts and Crossovers, and Spring Switches:

Through No. 10 turnouts and crossovers, entire train.....	10
Through No. 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 Spring Switch.....	10
In straightaway movement when moving points of No. 20 Spring Switch.....	30
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

3 (d). Specific Locations Where Speed is Restricted:

	Miles Per Hour	
	Consist "A"	Consist "B"
Cotter Subdiv.: Engines classifying over E-56 must not exceed speed shown:		
Over Bridge 82 (Norfolk River, Mile Post 357 Pole 21)	20	20
Over Bridge 88, Mile Post 362 Pole 20.....	20	20
Over Bridge 60, Mile Post 333 Pole 18.....	30	30
Nevada: Over Street Crossings.....	25	25
Carthage: Over Main Street Crossing.....	15	15
Carthage: Over Willow Street, Locust Street and Elm Street crossings (Carthage Subdiv.)....	30	30
Carthage: All Street Crossings on Joplin Subdiv.....	25	25
Webb City: Over Street Crossings.....	25	25
Joplin: City Limits.....	25	25
Joplin: Trains and engines must stop at 10th & Main Streets crossing on Sundays, and between hours of 11:00 PM and 7:00 AM, on other days, and proceed only after a member of crew has protected crossing.	stop	stop



**SPECIAL INSTRUCTIONS**

**3 (d). Continued:**

**Miles Per Hour**

Consist "A"    Consist "B"

Pittsburg:	Trains and engines must stop at Broadway and at Joplin St. crossings on Sundays and Holidays, and between hours of 6:00 PM and 10:00 AM, and proceed only after a member of crew has protected crossing.....	Stop	Stop
Pittsburg:	City Limits.....	15	15
Aurora:	City Limits.....	20	20
Aurora:	S. 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., Kansas Ave., and Walnut St.....	10	10
Springfield:	Trains and engines must stop at crossing of Walnut St. with new industry lead and spur track serving Reyburn Wood Products and proceed only after a member of crew has protected crossing.	Stop	Stop

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

SOUTHWARD				NORTHWARD					
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

**Pleasant Hill Subdiv.:**

10	248	3	249	1	10	364	3	364	1
50	251	25	253	10	50	346	17	346	3
60	254	9	254	20	55	343	11	343	6
40	257	11	258	22	15	317	28	317	20
50	258	22	259	30	55	294	15	293	37
55	264	8	264	26	55	275	20	275	11
55	269	24	269	33	60	274	31	274	23
60	274	23	274	31	55	269	33	269	24
55	275	11	275	20	55	264	26	264	8
55	293	37	294	15	45	261	18	259	24
15	317	20	317	28	50	259	24	258	12
55	343	6	343	11	60	254	20	254	9
50	346	3	346	17	50	253	10	251	25
10	364	1	364	3	10	249	6	248	2

**Joplin Subdiv.:**

40	369	2	370	1	15	381	15	381	8
40	372	0	372	19	40	374	5	373	18
40	373	18	374	5	40	372	19	372	0
15	381	3	381	15	40	370	3	369	7

**Pittsburg Subdiv.:**

15	392	9	392	30	15	392	30	392	9
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**3 (d). Concluded:**

SOUTHWARD				NORTHWARD					
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

**Carthage Subdiv.:**

20	527	30	526	27	35	381	29	385	27
55	524	6	524	1	40	393	1	393	24
55	521	2	520	28	40	399	2	399	10
55	519	26	519	19	40	401	32	404	30
45	511	24	511	16	40	410	7	411	12
55	502	5	501	26	40	416	30	421	8
55	500	1	499	27	35	422	18	422	25
35	490	19	490	6	40	423	20	423	30
20	489	29	489	2	40	427	21	427	29
40	483	7	481	18	40	428	30	429	15
40	471	5	470	22	30	429	15	429	19
30	467	25	467	15	40	429	19	431	27
40	463	22	460	4	30	431	27	432	15
30	460	4	459	20	40	432	15	435	0
40	459	20	454	16	30	435	0	435	27
35	454	15	454	10	40	435	27	444	17
40	454	10	453	5	20	445	18	445	28
40	450	13	450	2	40	446	0	446	13
40	448	10	446	27	30	446	17	446	27
30	446	27	446	17	40	446	27	448	10
40	446	13	446	0	40	450	2	450	13
40	444	17	435	27	40	453	5	454	10
30	435	27	435	0	35	454	10	454	15
40	435	0	432	15	40	454	16	459	20
30	432	15	431	27	30	459	20	460	4
40	431	27	429	19	40	460	4	463	22
30	429	19	429	15	30	467	15	467	25
40	429	15	428	30	40	470	22	471	5
40	427	29	427	21	40	481	18	483	7
40	423	30	423	20	20	489	2	489	29
35	422	25	422	18	55	499	27	500	1
40	421	8	416	30	55	501	26	502	5
40	411	12	410	7	45	511	16	511	24
40	404	30	401	32	55	519	19	519	26
20	403	16	402	30	55	520	28	521	2
40	399	10	399	2	55	524	1	524	6
40	393	24	393	1	20	526	16	527	30
35	385	27	381	29					

**Cotter Subdiv.:**

45	374	20	374	10	35	264	12	264	15
20	286	18	285	10	35	277	21	278	25
40	285	10	283	21	50	279	11	279	17
50	279	17	279	11	40	283	21	285	10
35	278	25	277	21	20	285	10	286	18
35	264	15	264	12	45	374	10	374	20

**Springfield Subdiv.:**

10	510	18	510	20	10	477	20	477	15
10	477	15	477	20	10	510	20	510	18

SPECIAL INSTRUCTIONS

	Miles Per Hour
<b>3 (e). Disabled Engines and Engines in Tow:</b>	
<b>Motor cars dead in tow</b> .....	50
(See Section 25 of Special Instructions in pamphlet form).	
<b>Diesel Engines dead in tow:</b>	
Nos. 501 to 540.....	65
Nos. 800 to 815.....	30
T & P Nos. 2000 to 2007.....	98
Nos. 4100, 4101, 9000 to 9012, 9102 to 9119, 9150 to 9161, 9200 to 9206.....	35
Nos. 4102 and 4103.....	75
Nos. 7000 to 7013.....	98
No. 7100.....	90
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.	
<b>Steam engines dead in tow:</b>	
With side rods in position, main rods disconnected.....	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down <b>ON AUTHORITY OF SUPERINTENDENT.</b>	
With part or all of side rods down.....	15
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
<b>Moving Backward in tow: (Side rods in position):</b>	
Pleasanton — Cornell — Cushman Subdivs.:.....	10
Pittsburg, Springfield Subdivs.:.....	15
Other Subdivs.:.....	25
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	

	Miles Per Hour
<b>3 (e). Disabled Engines and Engines in Tow (Concluded):</b>	
<b>Disabled Engines:</b>	
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding.....	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	15
<b>3 (f). Work Equipment, Derricks, Cranes, etc.:</b>	
Wrecking Cranes (self-propelling).....	25
Pile Drivers.....	25
Steam Shovels.....	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 nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
	Miles Per Hour
Bridge Derrick Cars (non-revolving), boom disconnected	Maximum Train Speed Consist "A"
Bridge derrick cars shipped with boom disconnected 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.	



## LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b> .....	St. Louis, Mo.....	Grand and Shaw.....	{Grand 0500. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	{Grand 0500..... Main 1000.....	84 Broadview Drive.....	Parkview 0674.
<b>HOSPITAL</b> .....	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.....	Highland 1746.
★★Dr. A. W. Eklund.....	Pleasant Hill, Mo.....	129 First Street.....	3.....	182 Pine Street.....	181W.
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. E. M. Griffith.....	Harrisonville, Mo.....	Court House—3rd Floor.....	197.....	Harrisonville.....	.....
★★Dr. E. E. Robinson.....	Adrian, Mo.....	Adrian.....	138.....	Adrian.....	197.
★Dr. C. W. Luter.....	Butler, Mo.....	Butler.....	213.....	406 North Havana.....	535.
★★Dr. C. J. Allen.....	Rich Hill, Mo.....	F. and M. Bank Bldg.....	184.....	500 East Olive.....	272.
<b>EMERGENCY STATION</b> .....	Nevada, Mo.				
★Dr. R. B. Wray.....	Nevada, Mo.....	Moore Bldg.....	362.....	701 South Adams.....	748.
★Dr. W. S. Love.....	Nevada, Mo.....	Calloway Bldg.....	38.....	601 South Adams.....	118.
★Dr. T. B. Todd.....	Nevada, Mo.....	Buckner Bldg.....	135.....	803 South Adams.....	1038.
★★Dr. James A. Atkins.....	Lamar, Mo.....	118 W. 10th St.....	305.....	702 Gulf.....	505.
★★Dr. L. B. Clinton.....	Carthage, Mo.....	First Nat'l Bank Bldg.....	2689.....	1232 South Grand.....	3532.
Dr. H. E. Byrd.....	Carthage, Mo.....	First Nat'l Bank Bldg.....	4655.....	1327 South Main.....	3844.
Dr. P. L. Pritchett.....	Webb City, Mo.....	Humphrey Bldg.....	764.....	927 West Second.....	883.
★Dr. R. L. Neff.....	Joplin, Mo.....	503 Frisco Bldg.....	1199.....	428 North Pearl.....	1570.
Dr. J. A. Chenoweth.....	Joplin, Mo.....	201-4 Frisco Bldg.....	3708.....	Joplin.....	274.
<b>EMERGENCY STATION</b> .....	Coffeyville, Kan.				
★Dr. H. J. Bagby, Division Surgeon....	Coffeyville, Kan.....	806½ Walnut.....	20.....	502 Spruce.....	520.
★Dr. J. H. Low, Division Surgeon.....	Coffeyville, Kan.....	702 Maple.....	263.....	1212 West 6th.....	473.
Dr. E. O. Squire, Asst. Division Surgeon..	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.....	709 West 2nd.....	1681.
★Dr. C. H. Smith, Resident Surgeon.....	Pittsburg, Kan.....	Smith Clinic.....	92.....	814 South Catalpa.....	52.
★★Dr. J. D. Pettet.....	Pittsburg, Kan.....	436 West Fourth.....	900.....	436 West Fourth.....	900.
★★Dr. G. J. Gish.....	Minden Mines, Mo.....	Frontenac, Kan.....	5212.....	Minden Mines.....	17.
★★Dr. A. G. Eddlemon.....	Liberal, Mo.....	Liberal.....	79-3.....	Liberal.....	79-2.
<b>EMERGENCY STATION</b> .....	Fort Scott, Kan.				
★Dr. W. T. Wilkening, Resident Surgeon....	Fort Scott, Kan.....	11½ East First.....	1930.....	512 South Judson.....	2030.
★Dr. R. S. Young, Resident Surgeon.....	Fort Scott, Kan.....	209 South Main.....	1027.....	1001 South Crawford.....	1945.
★Dr. C. F. Young, Resident Surgeon.....	Ft. 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.....	812 S. Catalpa, Pittsburg, Kan.....	186.
★★Dr. D. E. Green.....	Pleasanton, Kan.....	9th and Main.....	53.....	911 Laurel.....	19.
★★Dr. L. D. Mills.....	Mound City, Kan.....	Mound City.....	52-J.....	Mound City.....	52-W.
★★Dr. W. Smith, Resident Surgeon.....	Springfield, Mo.....	Holland Bldg.....	522.....	704 East Walnut.....	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. J. G. Gladden.....	Harrison, Ark.....	112 East Rush.....	152.....	514 South Pine.....	59.
★★Dr. H. V. Kirby.....	Harrison, Ark.....	108 East Rush.....	37.....	318 North Cherry.....	27.
★★Dr. L. M. West.....	Yellville, Ark.....	Yellville Drug Co.....	73.....	Yellville.....	39.
★Dr. S. W. Chambers, Resident Surgeon....	Cotter, Ark.....			Mountain Home.....	104.
★Dr. N. J. Copp.....	Calico Rock, Ark.....	Over Bank Bldg.....	63.....	Calico Rock.....	27.
★Dr. O. J. T. Johnston.....	Batesville, Ark.....	357 West Main.....	262.....	608 East Boswell.....	297.
★★Dr. W. J. Ketz.....	Batesville, Ark.....	357 West Main.....	262.....	1086 East College.....	208.
★Dr. O. L. Bone.....	Newark, Ark.....	Magness Bldg.....	75.....	Newark.....	30.
★Dr. H. O. Walker, Resident Surgeon.....	Newport, Ark.....	312½ East First.....	33.....	303 Ash.....	77.
★★Dr. M. L. Harris, Local & Disp. Surgeon..	Newport, Ark.....	Newport.....	73.....	Park Place.....	337.

★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