

DIVISION OFFICERS

R. C. WILDEBOOR. Superintendent. Wichita, Kans.
F. R. WOOLFORD .. Assistant Superintendent. Nevada, Mo.
C. W. GRAVES. Trainmaster, Joplin, Pleasant
Hill, Pittsburg, Pleasanton,
Cornell and Rich Hill
Subdivs. Nevada, Mo.
J. K. HOBBS. Trainmaster, Carthage, Cotter,
Springfield and Cushman
Subdivs. Aurora, Mo.
J. A. McCOY. Road Foreman of
Engines. Wichita, Kans.
J. L. KENDALL. Division Trainmaster Nevada, Mo.
T. E. BOLSON. Dispatcher. Nevada, Mo.
A. B. CALDWELL. Dispatcher. Nevada, Mo.
R. L. CLAY. Dispatcher. Nevada, Mo.
J. K. HOBBS, JR. Dispatcher. Nevada, Mo.
J. C. McVEY. Dispatcher. Nevada, Mo.
J. E. McVEY Dispatcher. Nevada, Mo.
T. S. POTTER. Dispatcher. Nevada, Mo.
T. S. POTTER, JR. Dispatcher. Nevada, Mo.
B. M. RITCHEY. Dispatcher. Nevada, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

JOPLIN AND WHITE RIVER DIVISIONS

TIME-TABLE No. 47

Effective 12:01 a. m. Sunday, Oct. 31, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 46, effective August 15,
1948, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 11, THIS DIVISION,
EFFECTIVE JANUARY 1, 1948; 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.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employes must be conversant with and obey the rules and special instructions.

RULE E: Employes must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train or yard movements, and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.
3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; and (d) by train order, when properly authorized.
4. No employe will be censured for failure to make schedule or make up lost time on a schedule, when, to do so, a disregard for safety or rules will be involved.
5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.

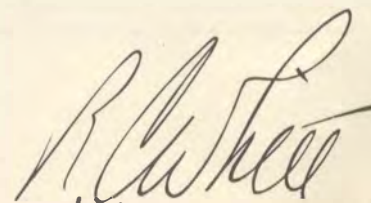
E. Sullivan

Assistant General Manager

ATTENTION TRAIN AND ENGINE CREWS

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



Chief Operating Officer.

SPECIAL INSTRUCTIONS

EXPLANATION OF CHARACTERS:

- C—Coal.
 - D—Diesel Fuel Oil.
 - O—Fuel Oil.
 - W—Water.
 - Y—Wye Track.
 - T—Turntable.
 - §—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.

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

Station	Miles from St. Louis	Train Numbers					
		f232	f221	f296	f297		
Carthage Subdiv.:							
Turkey.....	397.27	f232	f221	f296	f297	.....	.....
Self.....	425.95	f232	f221	f296	f297	.....	.....
Garber.....	454.74	f232	f221	f296	f297	.....	.....
Cotter Subdiv.:							
Magness.....	272.59	f232	f221	.....	.....	.....	.....
Walls Ferry.....	303.43	.....	.....	.....	.....	f292	f293
Croker.....	306.85	f232	f221	.....	.....	f292	f293
Myersville.....	307.43	.....	.....	.....	.....	f292	f293
Bolt.....	316.22	f232	f221	.....	.....	f292	f293
Twin Creek.....	319.92	f232	f221	.....	.....	f292	f293
Buford.....	376.34	.....	.....	.....	.....	f292	f293
Springfield Subdiv.:							
Browns Spring.....	487.35	f760	f781	f780	.....	.....	.....
Terrell.....	498.38	f760	f781	f780	.....	.....	.....
Wilson Creek.....	500.19	f760	f781	f780	.....	.....	.....

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.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN		MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds		Minutes	Seconds
5.....	12	0	35.....	1	43
8.....	7	.30	40.....	1	30
10.....	6	0	45.....	1	20
12.....	5	0	49.....	1	14
15.....	4	0	50.....	1	12
18.....	3	20	55.....	1	5
20.....	3	0	59.....	1	2
25.....	2	24	60.....	1	0
30.....	2	0	65.....	0	55

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Pleasant Hill.....	Eastern Div. 211	Joplin Div. 232	Indefinitely	Indefinitely	For connection.
" "	" " ... 20	" " 420	3:00 a. m.	40 Min.	"
" "	" " ... 14	" " 232	4:55 p. m.	10 Min.	For revenue passengers.
" "	Joplin Div. ... 221	Eastern Div. ... 210	Indefinitely	Indefinitely	For connection.
" "	" " ... 419	" " 19	"	"	"
Carthage.....	" " ... 321	Joplin Div. 221	"	"	"
"	Bus Run .. #333-B	White River. ... 232	"	"	"
"	Joplin Div. ... 232	" " 232	"	"	"
"	" " ... 321	Joplin Div. 221	"	"	"
"	" " ... 232	" " 332	"	"	"
"	White River. 221	Bus Run. #306-B	"	"	"
"	" " ... 221	Joplin Div. 221	"	"	"
"	" " ... 232	White River. ... 760	11:46 a. m.	10 Min.	For passengers.
Crane.....	Ark. Div. 221	" " 221	Indefinitely	Indefinitely	For connection.
Newport.....	White River. 232	Ark. Div. 232	Indefinitely	Indefinitely	For connection.
"	" " ... 232	" " 37	6:30 a. m.	1 Hour	For mail and express.
"	Ark. Div. 3	White River. ... 221	3:25 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	"	"	"

PLEASANT HILL SUBDIV.—PLEASANT HILL TO WR JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			221 Passenger	419 Passenger					795 Local Freight	797 Local Freight
STATIONS			Daily	Daily					Daily Ex. Sunday	Daily Ex. Monday
		ST. LOUIS	5 02PM	5 02PM						
		KANSAS CITY	12 30AM							
249	249.27	CS.....PLEASANT HILL.....YW	1 45AM	11 40PM						
		0.63								
		C. R. I. & P. CROSSING								
		1.19								
P 2	250.38	P.....GOWDY	1 50 ⁴²⁰	11 45						
		3.36								
P 5	253.74	P.....ORE	1 54	11 49						
		3.12								
P 8	256.86	P.....HUBER	1 57	11 53						
		1.81								
		M.-K.-T. CROSSING								
		0.16								
P 10	258.83	LS...HARRISONVILLE...*	s 2 09	s 11 57PM						
		0.41								
		S. L. S. F. CROSSING								
		0.14								
		S. L. S. F. CROSSING								
		6.09								
P 17	265.47	P.....LONE TREE	2 17	12 07AM						
		5.22								
P 22	270.69	.....COAL CHUTE.....CW								
		1.07								
P 23	271.76	LS.....ARCHIE	* f 2 28	12 19						
		5.85								
P 29	277.61	LS.....ADRIAN	* f 2 38	c 12 26						
		5.19								
P 34	282.80	P.....PASSAIC	* f 2 45	12 33						
		4.32								
P 38	287.12	Note 1 { CS.....BUTLER.....W	s 2 50	s 12 38						7 00AM
		3.44								7 45AM 78
P 42	290.56	P...MONTEITH JCT.....	3 02	12 47						
		3.01								
P 45	293.57	P.....ATHOL	3 06	1254 ⁴²⁰						
		3.33								
P 48	296.90	P.....OVID	3 10	12 59						
		2.09								
P 50	298.99	Note 1 { CS...RICH HILL.....	s 3 21	s 1 06						
		1.71								
		P.....RICH HILL JCT....Y	3 24	1 08AM						
		1.77								
P 54	302.47	P.....PANAMA	3 27							
		4.95								
P 58	307.42	P.....HORTON	* f 3 35							
		6.36								
P 65	313.78	P.....WALES	3 43							
		3.32								
		CS.NA TOWER M.-K.-T.Crossing								
		0.39								
P 69	317.49	P.....NEVADA...CTWYs	s 4 15						5 35AM	
		1.88								
P 71	319.37	P.....NASSAU JCT.....Y	4 19						5 40AM	
		4.72								
P 75	324.09	LS.....MILO	* f 4 27							
		6.78								
P 82	330.87	LS.....SHELDON	* f 4 38							
		4.84								
P 86	335.71	P.....IRWIN	* f 4 48							
		6.55								
P 93	342.26	TP.....LAMAR...WY*	s 5 03							
		0.74								
		CS.MP TOWER S.L.S.F. Crossing								
		4.83								
P 99	347.83	P.....BOSTON	* f 5 11							
		5.70								
P105	353.53	LS.....JASPER	* f 5 23 ²⁷⁰							
		4.81								
P109	358.34	P.....CARYTOWN	5 29							
		5.69								
		WR JCT	5 36AM							
		CARTHAGE...WYs	5 37AM							
		115.47	Daily	Daily					Daily Ex. Sunday	Daily Ex. Monday

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

Note 1.—Between Butler and Montelth 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

5

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948	TRAINS NORTHWARD							
			FIRST CLASS				SECOND CLASS			
			420 Passenger	232 Passenger					796 Local Freight	794 Local Freight
STATIONS			Daily	Daily					Daily Ex. Monday	Daily Ex. Sunday
		ST. LOUIS	7 47AM	10 05PM						
		KANSAS CITY		6 15PM						
Yd.	249.27	CS. PLEASANT HILL WY	s 2 10AM	s 4 30PM						
	249.19	0.63 C. R. I. & P. CROSSING								
56	250.38	1.19 P. GOWDY	1 50 ²²¹	4 22						
85	253.74	3.36 P. ORE	1 46	4 18						
57	256.86	3.12 P. HUBER	1 42	4 14						
	258.67	1.81 M.-K.-T. CROSSING								
50	258.83	0.16 LS. HARRISONVILLE	* a 1 39	s 4 10						
	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	1 31	3 59						
	270.69	5.22 COAL CHUTE CW								
57	271.76	1.07 LS. ARCHIE	* a 1 21	s 3 49						
85	277.61	5.85 LS. ADRIAN	* a 1 14	s 3 39						
60	282.80	5.19 P. PASSAIC	* 1 08	f 3 28						
	287.12	4.32 Note 1 CS. BUTLER	s 1 03	s 3 21					1 20PM ²⁹¹	
	290.56	3.44 P. MONTEITH JCT.	12 57	3 10					1 10PM ²⁹⁰	
	293.57	3.01 P. ATHOL	12 54 ⁴¹⁹	3 07						
72	296.90	3.33 P. OVID	12 50	3 03						
	298.99	2.09 Note 1 CS. RICH HILL	s 12 45	s 2 55						
	300.70	1.71 P. RICH HILL JCT.	12 43AM	2 53						
101	302.47	1.77 P. PANAMA		2 51 ²⁹¹						
57	307.42	4.95 P. HORTON		f 2 46						
58	313.78	6.36 P. WALES		2 40						
	317.10	3.32 CS. NA TOWER M.-K.-T. Crossing								
Yd.	317.49	0.39 P. NEVADA CTWY		s 2 35						1 25PM
23	319.37	1.88 P. NASSAU JCT.		2 18						1 15PM
	324.09	4.72 LS. MILO		f 2 13						
85	330.87	6.78 LS. SHELDON		s 2 03						
	335.71	4.84 P. IRWIN		f 1 57						
85	342.26	6.55 TP. LAMAR WY		s 1 48						
	343.00	0.74 CS. MP TOWERS S. L. S. F. Crossing								
	347.83	4.83 P. BOSTON		f 1 36						
85	353.53	5.70 LS. JASPER		s 1 30						
	358.34	4.81 P. CARYTOWN		1 22						
	364.03	5.69 WR JCT.		1 15PM						
		CARTHAGE WY		12 55PM						
	115.47		Daily	Daily					Daily Ex. Monday	Daily Ex. Sunday

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are 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. 47 OCTOBER 31, 1948		TRAINS SOUTHWARD					
				SECOND CLASS					
				293 Local Freight	263 Red Ball Freight	79 Red Ball Freight	269 Red Ball Freight	291 Local Freight	491 Local Freight	261 Red Ball Freight
STATIONS		Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	
ST. LOUIS				7 30PM					
KANSAS CITY			1 00AM		6 00AM			8 15PM	
249	249.27	CS. PLEASANT HILL WY	3 00AM		5 00AM	7 20AM	9 15AM ⁷⁸	9 30PM ²⁶⁰	
		0.63 C. R. I. & P. CROSSING							
P 2	250.38	P. GOWDY	3 10		5 08	7 25	9 25	9 35	
P 5	253.74	P. ORE	3 20		5 18	7 35	9 35	9 45	
P 8	250.86	P. HUBER	3 30		5 25	7 40	9 43	9 50	
	258.07	1.81 M.-K.-T. CROSSING							
P 10	258.83	0.16 LS. HARRISONVILLE *	3 35		5 31	7 45	s 10 20 ²⁷⁰	9 55	
	259.24	-0.41 S. L. S. F. CROSSING							
	250.38	0.14 S. L. S. F. CROSSING							
P 17	265.47	6.09 P. LONE TREE	3 50		5 42	8 00	10 50	10 05	
P 22	270.69	5.22 COAL CHUTE CW							
P 23	271.76	1.07 LS. ARCHIE *	4 05		5 58	8 16 ⁷⁸	f 11 30AM	10 22	
P 29	277.61	5.85 LS. ADRIAN *	4 15		6 08	8 25	f 12 15PM	10 30	
P 34	282.80	5.19 P. PASSAIC *	4 25		6 18	8 35	f 12 35	10 38	
		4.32							
P 38	287.12	Note 1 { CS. BUTLER W	4 40		6 28	8 43	s 1 30 ^(290/798)	10 45	
P 42	290.56	3.44 P. MONTEITH JCT	4 50		6 38	8 50	1 40	10 55	
		3.01							
P 45	293.57	P. ATHOL	5 01		6 43	8 55	1 45	10 59	
P 48	296.90	3.33 P. OVID	5 10		6 50	9 00 ²⁷⁰	1 51	11 04	
P 50	298.99	2.09 Note 1 { CS. RICH HILL	{ 5 30 ⁷⁸ 7 15 ⁷⁹		7 05 ^(78/263)	9 03	s 2 15	11 10	
	300.70	1.71 P. RICH HILL JCT. Y	7 20		7 15AM	9 12 ⁴⁹⁰	2 40	4 40PM	
		1.77							
P 54	302.47	P. PANAMA	7 25		9 15	9 15	2 51 ²³²	4 45	
P 58	307.42	4.95 P. HORTON *	7 35		9 22	9 22	3 15	4 55	
P 65	313.78	6.36 P. WALES	7 45		9 31	9 31	3 30	5 05	
	317.10	3.32 CSNA TOWER M.-K.-T. Crossing							
		0.39							
P 69	317.49	P. NEVADA CTWY§	12 45AM		{ 8 00 ²⁷⁰ 9 00 ⁴⁹⁰	10 40	3 45PM	5 20PM	
		1.88							
P 71	319.37	P. NASSAU JCT. Y	12 55		9 10 ²⁹²	10 45		12 25	
		4.72							
P 75	324.09	LS. MILO *	1 05		9 20	10 55		12 33	
P 82	330.87	6.78 LS. SHELDON *	1 15		9 30	11 05		12 43	
P 86	335.71	4.84 P. IRWIN *	1 25		9 40	11 12		12 51	
P 93	342.26	0.55 TP. LAMAR WY*	1 40		9 50	11 22		1 01	
	343.00	0.74 CS. MPTOWER S. L. S. F. Crossing							
P 99	347.83	4.83 P. BOSTON *	1 55	10 01		11 32		1 11	
P105	353.53	5.70 LS. JASPER *	2 05	10 10		11 41		1 20	
P109	358.34	4.81 P. CARYTOWN	2 15	10 20		11 48		1 27	
	364.03	5.69 WR JCT	2 30AM	10 30AM		11 57AM		1 37AM	
		CARTHAGE WY§	2 31AM	10 31AM		11 58AM		1 38AM	
	115.47		Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily	

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are 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

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948	TRAINS NORTHWARD							
			SECOND CLASS							
			270 Red Ball Freight	292 Local Freight	78 Red Ball Freight	490 Local Freight	290 Local Freight	260 Red Ball Freight		
STATIONS			Daily	Daily Ex. Sunday	Daily	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 15AM ²⁹¹		4 00PM		9 30PM ²⁶¹	
	249.19	C. R. I. & P. CROSSING								
50	250.38	P. GOWDY	10 45		9 10		3 30		9 00	
85	253.74	P. ORE	10 36		9 04		3 20		8 46	
57	256.86	P. HUBER	10 30		8 59		3 10		8 32	
	258.67	M.-K.-T. CROSSING								
50	258.83	LS. HARRISONVILLE *	10 20 ²⁹¹		8 53		3 00 ^s		8 25	
	259.24	S. L. S. F. CROSSING								
	259.38	S. L. S. F. CROSSING								
85	265.47	P. LONE TREE	10 05		8 42		2 30		8 10	
	270.69	COAL CHUTE CW								
57	271.76	LS. ARCHIE *	9 50		8 16 ²⁶⁹		2 10 ^f		7 56	
85	277.01	LS. ADRIAN *	9 40		8 08		2 00 ^f		7 47	
60	282.80	P. PASSAIC *	9 30		8 00		1 40 ^f		7 38	
	287.12	Note 1 CS. BUTLER W	9 20		7 52		1 30 ^{s 291}		7 30	
	290.56	Note 1 P. MONTEITH JCT.	9 12		7 45 ⁷⁹⁷		1 00 ⁷⁹⁶		7 21	
56	293.57	P. ATHOL	9 07		7 35		12 55		7 16	
72	296.90	P. OVID	9 00 ²⁶⁹		7 15		12 45		7 10	
85	298.99	Note 1 CS. RICH HILL	8 55		7 05 ^{263 79}		12 35PM ^s		7 05	
	300.70	Note 1 P. RICH HILL JCT. Y	8 45		6 50AM		9 05AM ²⁶⁹		11 55AM	
101	302.47	P. PANAMA	8 42				8 57		11 50	
57	307.42	P. HORTON *	8 34				8 45		11 35	
58	313.78	P. WALES	8 14				8 30		11 25	
	317.10	CS. NA TOWER M.-K.-T. Crossing								
Yd.	317.49	P. NEVADA CTWY§	8 00 ²⁶³		9 45AM		8 10AM ²⁶³		11 15AM	
	319.37	P. NASSAU JCT. Y	6 25		9 10 ²⁶³				5 01	
	324.09	LS. MILO *	6 15		8 55				4 52	
85	330.87	LS. SHELDON *	6 03		8 30				4 40	
	335.71	P. IRWIN *	5 55		8 00				4 32	
85	342.26	TP. LAMAR WY*	5 45		7 45				4 20	
	343.00	CS. MP TOWER S. L. S. F. Crossing								
	347.83	P. BOSTON *	5 35		7 10				4 05	
85	353.53	LS. JASPER *	5 23 ²²¹		6 55				3 55	
	358.34	P. CARYTOWN	4 50		6 15				3 45	
	364.03	WR JCT.	4 30AM		6 01AM				3 31PM	
		CARTHAGE WY§	4 15AM		6 00AM				3 15PM	
	115.47		Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are 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	Sitting Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 47				SECOND CLASS		
		795 Local Freight		OCTOBER 31, 1948				794 Local Freight		
		Daily Ex. Sunday	STATIONS		Daily Ex. Sunday					
		5 40AM	319.37	P.....	NASSAU JCT.....Y	P 71	23	1 15PM		
		s 6 05	328.03		MOUNDVILLE.....	N 11	38	f 12 55		
		s 6 30	333.29	LS.....	BRONAUGH.....W	N 16	48	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.....					
		f 8 00	350.22		S. L. S. F. CROSSING.....					
			350.77		MINDEN, MO.....	N 33	32	f 11 45AM		
		s 8 10	352.85	LS.....	CORNELL JCT., KAN.CWY§	N 35	Yd.	s 11 40		
			357.07		A. T. & S. F. CROSSING.....					
			357.69		K. C. S. CROSSING.....					
		s 8 20	358.14	LS.....	PITTSBURG.....W	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.....	N 46	40	f 9 55		
			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.....					
		9 00	369.39	P.....	P. & M. COAL CO.....			9 38		
			371.34		N. E. O. CROSSING.....					
		s 9 30 794	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...CTWY§	R135	Yd.	7 20AM		
		Daily Ex. Sunday			103.96			Daily Ex. Sunday		

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

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

9

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				FIRST CLASS	SECOND CLASS					
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. Sunday		
				STATIONS						
				RICH HILL						
	7 05AM	1 06AM		RICH HILL JCT.	12 45AM	7 05AM				
	9 10AM	7 15AM	300.70	METZ	12 43AM	6 50AM	4 30PM			
f	9 25	7 30	307.90	RINEHART	s 12 33	6 35	f 4 15			
f	9 35	7 36	311.88	RICHARDS, MO.	12 28	6 28	f 4 05			
f	9 43	7 45	316.66	K. C. S. CROSSING	s 12 22	6 20	f 3 50			
			316.74	S. L. S. F. CROSSING						
			324.96	M.-K.-T. CROSSING						
			325.58	FT. SCOTT, KAN.	12 08AM	6 00AM	3 30PM			
10 00AM	8 15AM	s 1 40AM	326.27	25.57	Daily	Daily	Daily Ex. Sunday			

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS				797 Local Freight Daily Ex. Monday	796 Local Freight Daily Ex. Monday				
7 45AM	290.56	P		MONTEITH JCT.	P 42			1 10PM	
f 8 10	294.64		NYHART	W 4	f 12 55				
s 8 30	299.91		FOSTER, MO.	W 9	s 12 35PM				
	304.41		K. C. S. CROSSING						
s 9 45	311.69		PLEASANTON, KAN.	W 21	s 11 55AM				
	312.16		S. L. S. F. CROSSING						
s 10 15AM	318.03		MOUND CITY	W 27	11 10AM				
Daily Ex. Monday	27.47				Daily Ex. Monday				

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS				793 Local Freight Daily Ex. Sunday	792 Local Freight Daily Ex. Sunday				
10 00AM	326.27			FT. SCOTT, KAN.	CTW 27			3 30PM	
10 15AM	326.43		JD JCT.		3 00PM				
	331.40		S. L. S. F. CROSSING						
f 10 40	333.26		GODFREY	TC 7	f 2 35				
f 10 55	340.18		DRYWOOD	TC14	f 2 05				
f 11 15	344.91		ENGLEVALE	TC18	f 1 45				
f 11 50AM	349.00		AERMA	TC23	f 1 30				
	351.37		M. C. COAL CO. CROSSING						
	352.54		M. C. COAL CO. CROSSING						
	353.69		K. C. S. CROSSING						
s 12 15PM	355.96		CORNELL JCT.	CWY 35	1 00PM				
Daily Ex. Sunday	29.53				Daily Ex. Sunday				

Miles from St. Louis, shown above, for Rich Hill, Pleasanton and Cornell Subdivs. are miles painted on telegraph poles, and are not actual.

SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

TRAINS SOUTHWARD			Miles from St. Louis (via Dixie)	TIME-TABLE No. 47 OCTOBER 31, 1948		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS				781 Local Freight Daily Ex. Sunday	761 Local Freight Daily				
s 1 00PM	6 15AM	477.83		CRANE	Y WR 221			Yd.	s 11 30AM	s 4 00PM
f 1 15	6 30	483.95	HURLEY	PD 7	24	f 11 07	f 3 46		
s 1 35	6 52	492.82	CLEVER	PD 16	25	s 10 47	s 3 28		
f 1 58	7 18	502.77	BATTLEFIELD	PD 26		f 10 22	f 3 07		
	510.53		S. L. S. F. CROSSING						
s 2 20PM	7 45AM	511.18	SPRINGFIELD	TW PD 34	Yd.	10 00AM	2 45PM		
Daily Ex. Sunday	Daily	33.35				Daily	Daily Ex. Sunday		

JOPLIN SUBDIV.—WR JCT. TO JOPLIN

TRAINS SOUTHWARD

TIME-TABLE
No. 47

OCTOBER 31, 1948

Station Numbers	Miles from St. Louis (via Peasant Hill)	STATIONS	FIRST CLASS				SECOND CLASS	
			321 Passenger				293 Local Freight	263 Red Ball Freight
		Daily					Daily	
		WR JCT.				2 30AM	10 30AM	
	0.11							
P 115	364.14	CS.....CARTHAGE.....WY	s 6 30AM			2 55	11 00	
	3.80							
P 119	367.94	.....DUMONT.....	6 35			3 05	11 10
	3.04							
P 122	370.98	.....CENTER CREEK.....	6 39			3 15	11 15
	3.98							
P 126	374.96	LS.....WEBB CITY.....CWY	s 6 52			3 30AM	11 59AM	
	6.63							
P 133	381.59	LS.....JOPLIN.....CTW	s 7 05AM				1230PM ³³²	
	17.56		Daily			Daily	Daily	

CARTHAGE SUBDIV.—WR JCT. TO COTTER

TRAINS SOUTHWARD

TIME-TABLE
No. 47

OCTOBER 31, 1948

Station Numbers	Miles from St. Louis (via Diaz)	STATIONS	FIRST CLASS				SECOND CLASS			
			221 Passenger				261 Red Ball Freight	297 Local Freight	295 Local Freight	269 Red Ball Freight
		Daily				Daily	Daily	Daily	Daily	
		WR JCT.	5 36AM			1 37AM			11 57AM	
	0.11									
P 115	527.68	CS.....CARTHAGE.....WY	s 6 15			1 50		10 45AM	11 58AM	
	0.81									
	526.87	.....S. L. S. F. CROSSING.....							
	0.87									
WR270	526.00	.....AA SIDING.....	6 20			1 57		10 55	12 06PM
	3.38									
WR266	522.62	.....FM SIDING.....	6 24			2 03		11 03	12 12
	4.97									
WR261	517.65	.....MELUGIN.....	6 30			2 11		11 12	12 19
	4.49									
WR256	513.16	TP.....LA RUSSELL.....*	f 6 36			2 19		11 22	1233 ²³²	
	6.30									
WR250	506.86	LS.....STOTTS CITY.....W*	f 6 44			2 30		11 35	12 45	
	7.78									
WR242	499.08	TP.....HOBERG.....*	f 6 54			2 42		11 47AM	12 55	
	5.94									
WR236	493.14	.....OPAL.....	7 02			2 55 ²⁷⁰		1206PM ²³²	1 05
	3.54									
	489.60	CS. AUTower S. L. S. F. Crossing.								
	1.37									
WR232	488.23	TP.....AURORA.....	s 7 14			3 05		12 30	1 13	
	5.50									
WR226	482.73	.....BONHAM.....	722 ²⁹⁴			3 15		12 40	1 23
	4.23									
WR221	478.50	P.....CRANE YARD.....CTW	7 34			3 45	7 00AM	1255PM ²⁶⁰	1 30 ²⁶⁰ 1 50 ²⁶⁰	
	0.67									
WR221	477.83	CS.....CRANE.....Y	s 7 45			3 50	s 7 05		1 55	
	3.93									
WR217	473.90	.....ELSEY.....*	f 7 52			4 02	f 7 15		2 05
	5.82									
WR211	468.08	LS.....GALENA.....*	s 8 02			4 11	s 7 30		2 15	
	7.33									
WR204	460.75	LS.....REEDS SPRING.....*	s 8 15			4 30	s 7 50		2 35	
	3.85									
WR200	456.90	P.....MARVEL CAVE.....	8 21			4 36	f 7 58		2 42	
	5.96									
WR194	450.94	.....GG SIDING.....	8 29			4 47	8 09		2 51
	3.60									
WR191	447.34	LS.....BRANSON.....W	s 839 ²⁹⁷			5 01	s 839 ²²¹		3 10	
	1.59									
WR189	445.75	LS.....HOLLISTER.....	s 8 45			5 06	s 9 15		3 20	
	3.44									
WR186	442.31	.....MELVA, MO.....	8 50			5 15	f 9 25		3 41
	6.36									
WR179	435.95	.....XD-CREST, ARK.....	8 59			5 35	9 45		4 05
	3.25									
WR176	432.70	LS.....CRICKET.....	s 9 05			5 42	s 1018 ^{232 296}		4 12	
	5.11									
WR171	427.59	P.....BB SIDING.....	9 13			5 51	10 40		4 21	
	4.43									
WR166	423.16	P.....MYRTLE.....W	f 921 ²⁹⁶			5 59	f 1055 ²⁶⁰		4 29	
	7.82									
WR159	415.54	LS.....BERGMAN.....	s 9 31			6 20	s 11 20		4 46	
	6.95									
WR152	408.59	.....ZINC.....*	f 940 ²³²			6 31	f 11 35		4 56
	5.58									
WR146	403.01	LS.....PYATT.....*	s 9 51			6 41	s 11 59AM		5 06	
	5.04									
WR141	397.97	.....COMAL.....	957 ²⁶⁰			6 49	12 10PM		5 14
	5.60									
WR136	392.37	LS.....YELLVILLE.....	s 10 08			7 05	s 12 20		5 26	
	5.85									
WR130	386.52	LS.....FLIPPIN.....*	s 10 18			7 15	s 12 55		5 35	
	4.93									
WR125	381.59	CS.....COTTER.....CTW	s 10 30AM			7 30AM ²⁹⁶	1 15PM		5 50PM	
	146.20		Daily			Daily	Daily	Daily	Daily	

Miles from St. Louis, shown above, under Joplin Subdiv., are miles painted on telegraph poles, and are not actual. Joplin & White River Divisions (47)

JOPLIN SUBDIV.—JOPLIN TO WR JCT.

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIME-TABLE No. 47		TRAINS NORTHWARD						
		OCTOBER 31, 1948		FIRST CLASS				SECOND CLASS		
				332 Passenger					292 Local Freight	762 Red Ball Freight
STATIONS		Daily					Daily	Ex. Sunday	Daily	
	364.03	WR JCT.						6 01AM		
	44 364.14	CS. CARTHAGE WY	s 12 55PM					6 00	3 10PM	
	38 367.94	DUMONT	12 50					5 05	3 00	
	39 370.98	CENTER CREEK	12 46					4 49	2 52	
	60 374.06	LS. WEBB CITY CWY	s 12 41					4 40AM	2 45	
Yd.	381.59	LS. JOPLIN CTW	1230PM ²⁶³							2 30PM
		17.56	Daily					Daily	Ex. Sunday	Daily

CARTHAGE SUBDIV.—COTTER TO WR JCT.

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIME-TABLE No. 47		TRAINS NORTHWARD						
		OCTOBER 31, 1948		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	Daily	Daily	Daily	
	527.79	WR JCT.	1 15PM			3 31PM	4 30AM			
	527.68	CS. CARTHAGE WY	s 12 55		s 10 00AM	3 15	4 15			
	526.87	S. L. S. F. CROSSING	12 48		9 30	3 02	4 10			
55	526.00	AA SIDING	12 44		9 20	2 56	4 00			
55	522.62	FM SIDING	12 39		9 10	2 48	3 50			
56	513.16	TP. LA RUSSELL *	a 1233 ²⁶⁹		f 9 00	2 40	3 40			
75	506.86	LS. STOTT'S CITY W*	a 12 25		f 8 45	2 30	3 25			
55	499.08	TP. HOBERG *	f 12 15		f 8 25	2 17	3 10			
56	493.14	OPAL	1206PM ²⁹⁵		8 10	2 07	255 ²⁶¹			
	489.60	CS. AUTOWERS S. L. S. F. Crossing								
60	488.23	TP. AURORA *	s 11 57AM		s 8 00	1 59	2 45			
59	482.73	BONHAM	11 49		722 ²²¹	1 43	2 30			
Yd.	478.50	P. CRANE YARD CTW	11 44		7 00AM	1 10PM	1 30 ²⁶⁹ 12 55 ²⁹⁵	2 15		
50	477.83	CE. CRANE Y	s 11 36			s 1 07	12 50	1 30		
39	473.90	ELSEY	11 27			f 12 55	12 40	1 20		
45	468.08	LS. GALENA *	s 11 19			s 1229PM ²⁶⁰	1229 ²⁹⁶	1 05		
45	460.75	LS. REEDS SPRING *	s 11 08			s 11 57AM	12 18	12 50		
28	456.90	P. MARVEL CAVE *	11 01			f 11 30	12 10PM	12 40		
50	450.94	GG SIDING	10 53			f 11 15	11 58AM	12 25		
56	447.34	LS. BRANSON W	s 10 48			s 11 05	11 50	12 15		
27	445.75	LS. HOLLISTER *	s 10 38			s 10 50	11 41	12 01AM		
60	442.31	MELVA. MO.	10 32			f 10 37	11 35	11 55PM		
29	435.95	XD-CREST, ARK.	10 24			10 25	11 22	11 40		
50	432.70	LS. CRICKET *	s 1018 ²⁹⁶ 297			s 1018 ²³² 297	11 15	11 25		
10	427.59	P. BB SIDING *	10 09			9 35	11 04	11 10		
59	423.16	P. MYRTLE W	f 10 02			f 9 21 ²²¹	1055 ²⁹⁷	11 00		
65	415.54	LS. BERGMAN *	s 9 50			s 9 03	10 40	10 45		
50	408.59	ZINC	f 9 40 ²²¹			f 8 45	10 25	10 25		
51	403.01	LS. PYATT *	s 9 32			s 8 30	10 10	10 10		
51	397.97	COMAL	9 24			8 15	957 ²²¹	10 00		
57	392.37	LS. YELLVILLE *	s 9 16			s 8 05	9 40	9 45		
49	386.52	LS. FLIPPIN *	s 9 05			s 7 45	9 20	9 25		
Yd.	381.59	CS. COTTER CTW	8 55AM ²⁶⁰			730AM ²⁶¹	9 05AM ²³²	9 05PM		
		146.20	Daily		Daily	Ex. Sunday	Daily	Daily		

Miles from St. Louis, shown above, under Joplin Subdiv., are miles painted on telegraph poles, and are not actual. Joplin & White River Divisions (47)

COTTER SUBDIV.—COTTER TO DIAZ

Station Numbers	Miles from St. Louis (via Diaz)	TIME-TABLE No. 47 OCTOBER 31, 1948	TRAINS SOUTHWARD							
			FIRST CLASS			SECOND CLASS				
			221 Passenger			293 Local Freight Daily Ex. Sunday	261 Red Ball Freight Daily	269 Red Ball Freight Daily		
STATIONS			Daily			Daily	Daily			
WR125	381.59	CS.....	COTTER.....	CTW	10 42AM			7 15AM	7 45AM	6 05PM
WR113	369.76	.....	BUFFALO.....	*f	10 57			f 7 35	8 05 ²⁶⁰	6 25
WR109	365.62	.....	CARTNEY.....	*f	11 03			f 7 50 ²⁶⁰	8 25 ²³²	6 32
WR102	357.43	LS.....	NORFORK.....	W*s	11 15			s 8 14 ²³²	8 40	6 47
WR 96	352.29	.....	HERRON.....		11 22			f 8 25	8 48	6 55
WR 91	347.40	.....	BERRY.....		11 27			f 8 33	8 56	7 03
WR 85	341.44	LS.....	CALICO ROCK.....	s	11 34 ²⁹²			s 9 05 ²⁶¹	9 05 ²⁹³	7 12
WR 83	339.52	.....	DD-CRESWELL.....	*f	11 43			f 9 15	9 08	7 15
WR 77	333.90	.....	BOSWELL.....	*f	11 50			f 9 30	9 17	7 24 ²⁷⁰
WR 73	329.67	.....	MOUNT OLIVE.....	*f	11 56AM			f 9 40	9 25	7 32
WR 68	325.00	LS.....	SYLAMORE.....	*s	12 05PM			s 10 45 ²⁹²	9 33	7 40
WR 61	318.22	.....	HANDFORD.....		12 14			11 00	9 43	7 50
WR 56	312.42	LS.....	GUION.....	CW*s	12 27			11 40AM	9 55 ²⁹²	8 05
WR 48	304.93	.....	BILTMORE.....		12 37			12 04PM	10 07	8 18
WR 42	298.98	.....	O'NEAL.....	f	12 45			f 12 30	10 17	8 28
WR 36	293.06	.....	EARNHARTS.....		12 53 ²⁹³			f 12 53 ²²¹	10 27	8 38
WR 31	288.16	P.....	CUSHMAN JCT.....		12 59			1 15	10 36	8 47
WR 29	286.43	LS.....	BATESVILLE.....	WYs	1 35			s 2 30	10 42	8 53
.....	285.10	.....	KD SIDING.....		1 40			2 35	10 45	8 58
WR 24	280.65	.....	MOOREFIELD.....	*f	1 46			f 2 50	10 59	9 07
.....	278.30	.....	DT SIDING.....		1 52			2 55	11 04	9 13
WR 20	276.38	.....	SULPHUR ROCK.....	*s	1 56			f 3 00	11 07	9 16
WR 14	270.39	LS.....	NEWARK.....	*s	2 08			s 3 25	11 17	9 26
WR 9	265.58	.....	PAROQUET.....	f	2 15			f 3 35	11 27	9 35
.....	264.43	.....	DRAW BRIDGE.....	Black River						
WR 1	259.58	.....	ZZ SIDING.....		2 25			3 45	11 55AM	9 47
X 259	258.80	P.....	DIAZ.....	Yf	2 27PM			f 3 50PM	12 10PM	9 50PM
.....		CS.....	NEWPORT.....	CTW	2 35PM			4 00PM	12 15PM	10 00PM
	122.51				Daily			Daily Ex. Sunday	Daily	Daily

CUSHMAN SUBDIV.—BETWEEN CUSHMAN AND CUSHMAN JCT.

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIME-TABLE No. 47 OCTOBER 31, 1948	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
				297.63	LS.....	CUSHMAN.....	PE 9	10				
				290.55	P.....	LIME DALE.....	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)	TIME-TABLE No. 47 OCTOBER 31, 1948	TRAINS NORTHWARD							
			FIRST CLASS			SECOND CLASS				
			232 Passenger			260 Red Ball Freight	292 Local Freight	270 Red Ball Freight		
		STATIONS	Daily			Daily	Daily Ex. Sunday	Daily		
Yd.	381.59	CS.....COTTER.....CTW	s 8 45AM			8 30AM	s 1 35PM	8 45PM		
		11.83								
48	369.76	.....BUFFALO.....*f	8 31			805 ²⁶¹	f 1 10	8 24		
		4.14								
45	365.62	.....CARTNEY.....*f	825 ²⁶¹			750 ²⁹³	f 1 01	8 17		
		8.19								
56	357.43	LS.....NORFORK.....W*s	814 ²⁹³			7 30	s 12 45	8 03		
		5.14								
57	352.29	.....HERRON.....	8 06			7 20	f 12 30	7 55		
		4.89								
55	347.40	.....BERRY.....	8 01			7 10	f 12 20PM	7 48		
		5.96								
15	341.44	LS.....CALICO ROCK.....s	7 54			6 59	s 1134AM ²²¹	7 38		
		1.92								
55	339.52	.....DD-CRESWELL.....*f	7 47			6 55	f 11 25	7 35		
		5.62								
56	333.90	.....BOSWELL.....*f	7 40			6 45	f 11 15	724 ²⁶⁹		
		4.23								
63	329.67	.....MOUNT OLIVE.....*f	7 34			6 35	f 11 01	7 03		
		4.67								
56	325.00	LS.....SYLAMORE.....*s	7 28			6 26	s 1045 ²⁹³	6 55		
		6.78								
56	318.22	.....HANDFORD.....	7 17			6 15	10 15	6 42		
		5.80								
51	312.42	LS.....GUION.....CW*s	7 10			5 50	s 955 ²⁶¹	6 33		
		7.49								
55	304.93	.....BILTMORE.....	6 57			5 35	9 10	6 12		
		5.95								
57	298.98	.....O'NEAL.....f	6 50			5 25	f 9 00	6 01		
		5.92								
56	293.06	.....EARNHARTS.....	6 43			5 15	f 8 50	5 50		
		4.90								
...	288.16	P.....CUSHMAN JCT.....	6 37			5 06	8 40	5 38		
		1.73								
...	286.43	LS.....BATESVILLE.....WY*s	6 30			5 00	s 8 30	5 20		
		1.33								
50	285.10	.....KD SIDING.....	6 11			4 45	8 05	5 14		
		4.45								
54	280.65	.....MOOREFIELD.....*f	6 05			4 35	f 7 55	5 04		
		2.35								
39	278.30	.....DT SIDING.....	6 01			4 30	7 50	5 00		
		1.92								
...	276.38	.....SULPHUR ROCK.....*f	5 58			4 25	f 7 45	4 56		
		5.99								
65	270.39	LS.....NEWARK.....*s	5 47			4 15	s 7 30	4 46		
		4.81								
93	265.58	.....PAROQUET.....f	5 42			4 06	f 7 22	4 37		
		1.15								
...	264.43	.....DRAW BRIDGE.....(Black River)								
		4.85								
34	259.58	.....ZZ SIDING.....	5 34			3 56	7 12	4 27		
		0.78								
...	258.80	P.....DIAZ.....Yf	5 33AM			3 50AM	f 7 10AM	4 25PM		
...		CS.....NEWPORT.....CTW*s	5 30AM			3 45AM	7 00AM	4 20PM		
		122.51	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.
- Pleasanton Subdiv.: No. 797 is superior to No. 796.
- 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:

2-A. Continued:

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

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

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

	Miles Per Hour	
	Consist "A"	Consist "B"
	Track without slow speed signs	Track without slow speed signs
Pleasant Hill Subdiv.:		
Between Pleasant Hill and NA Tower.....	50	65
Between NA Tower and WR Jct.....	49	59
Joplin Subdiv.....	45	55
Rich Hill Subdiv.....	45	59
Cornell Subdiv.....	25	25

SPECIAL INSTRUCTIONS

2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER, it will govern)—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 WR Jct. and Crane.....	45	59
Between Crane and Cotter.....	40	50
Cotter Subdiv.:		
Between Cotter and Batesville.....	40	55
Between Batesville and Diaz.....	40	59
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
1 to 173.....	60	2101 to 2125.....	90
201 to 208(D)...	65	2201 to 2215.....	90
301 to 320(D)...	65	2321 to 2389.....	55
402 to 486.....	45	2638 to 2651.....	50
501 to 524(D)...	65	4100 and 4101 (D)...	35
561 to 576(D)...	65	4102 and 4103 (D)...	75
800 to 815(D)...	30	4104 to 4111 (D)...	65
1201 to 1280.....		5308 to 5316.....	80
Psg. Service....	55	5321 to 5327.....	90
Frt. Service....	63	5335 to 5344.....	80
1301 to 1325.....		6001.....	90
Psg. Service....	55	6401 to 6444.....	80
Frt. Service....	63	6501 to 6515.....	70
1401 to 1571.....		6601 to 6629.....	80
Psg. Service....	55	7000 to 7006(PD)...	98
Frt. Service....	63	7010 and 7011 (PD)...	98
1701 to 1714.....	55	7014 to 7017 (PD)...	98
1715 to 1719.....	50	7100(PD).....	90
1720 to 1729.....	63	9000 to 9012(D)...	35
1803 to 1817.....	45	9102 to 9122(D)...	35
		Motor Cars:	
		Gas-electric	
		passenger.....	60
		Passenger motor	
		car No. 670 with	
		mechanical drive	
		.....	70

D—Diesel. PD—Passenger Diesel.

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

	Miles Per Hour
3-A. Engines Light Moving Forward:	
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 the following speeds:		
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
Jasper: Mercer Street Crossing, Mile Post 353 Pole 7 to Mile Post 353 Pole 8.....	10	10
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. Specific Locations Where Speed is Restricted —Continued:

		Miles Per Hour	
		Consist "A"	Consist "B"
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
Norfolk:	On spur track between Norfolk and dam site.....	20	20
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	313	6
40	257	11	258	22	55	319	10	318	35
50	258	22	259	30	15	317	28	317	20
55	264	8	264	26	55	311	39	311	0
55	269	24	269	33	55	301	38	301	13
60	274	23	274	31	55	294	15	293	37
55	275	11	275	20	55	275	20	275	11
55	293	37	294	15	60	274	31	274	23
55	301	13	301	38	55	269	33	269	24
55	311	0	311	39	55	264	26	264	8
15	317	20	317	28	45	261	18	259	24
55	318	35	319	10	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	15	379	20	379	19
40	373	18	374	5	40	374	5	373	18
15	379	19	379	20	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
----	-----	---	-----	----	----	-----	----	-----	---

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
55	487	16	487	0	40	428	30	429	15
55	485	8	483	7	30	429	15	429	19
40	483	7	481	18	40	429	19	431	27
55	481	18	480	13	30	431	27	432	15
50	480	13	480	0	40	432	15	435	0
40	471	5	470	22	30	435	0	435	27
30	467	25	467	15	40	435	27	444	17
40	463	22	460	4	20	445	18	445	28
30	460	4	459	20	40	446	0	446	13
40	459	20	454	16	30	446	17	446	27
35	454	15	454	10	40	446	27	448	10
40	454	10	453	5	40	450	2	450	13
40	450	13	450	2	40	453	5	454	10
40	448	10	446	27	35	454	10	454	15
30	446	27	446	17	40	454	16	459	20
40	446	13	446	0	30	459	20	460	4
40	444	17	435	27	40	460	4	463	22
30	435	27	435	0	30	467	15	467	25
40	435	0	432	15	40	470	22	471	5
30	432	15	431	27	50	480	0	480	13
40	431	27	429	19	55	480	13	481	18
30	429	19	429	15	40	481	18	483	7
40	429	15	428	30	55	483	7	485	8
40	427	29	427	21	55	487	0	487	16
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.:

40	381	3	380	27	35	264	12	264	15
45	376	1	374	10	35	277	21	278	25
40	340	24	340	21	50	279	11	279	17
45	320	10	319	24	40	283	12	285	10
45	308	22	308	17	20	285	10	286	18
45	305	25	305	18	45	305	18	305	25
20	286	18	285	10	45	308	17	308	22
40	285	10	283	12	45	319	24	320	10
50	279	17	279	11	40	340	21	340	24
35	278	25	277	21	45	374	10	376	1
35	264	15	264	12	40	380	27	381	3

Springfield Subdiv.:

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

SPECIAL INSTRUCTIONS

3-E. Disabled Engines and Engines in Tow:

Miles
Per
Hour

Motor cars dead in tow..... 50
(See Section 25 of Special Instructions in pamphlet form).

Diesel Engines dead in tow:

Nos. 201 to 208..... 50
Nos. 301 to 320..... 50
Nos. 501 to 576..... 50
Nos. 800 to 815..... 30
T & P Nos. 2000 to 2007..... 50
Nos. 4100, 4101, 9000 to 9012, 9102 to 9122, 9150 to 9161, 9200 to 9206..... 35
Nos. 4102 to 4111..... 50
Nos. 7000 to 7017..... 50
No. 7100..... 50

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.

Steam engines dead in tow:

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 **ON AUTHORITY OF SUPERINTENDENT.**
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

Moving Backward in tow: (Side rods in position):

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.

3-E. Disabled Engines and Engines in Tow (Concluded):

Miles
Per
Hour

Disabled Engines:

With all or part of side rods down 15
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

3-F. Work Equipment, Derricks, Cranes, etc.:

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.

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.

3-F. Work Equipment, Derricks, Cranes, etc. (Continued):	Miles Per Hour
American Ditchers, self-propelling.....	20
<p>American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.</p>	
Locomotive Cranes or Clam Shells.....	20
<p>Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. 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.</p>	

3-F. Concluded:	Miles Per Hour
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
<p>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.</p>	
Rail Unloaders.....	Maximum Train Speed Consist "A"
<p>Rail unloaders must have boom disconnected and stored on car.</p>	
Scale Test Cars must be handled next to caboose.....	Maximum Train Speed Consist "A"
<p>Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.</p>	

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.....	Highland 1746.
★★Dr. A. W. Eklund.....	Pleasant Hill, Mo.....	129 First.....	3.....	182 Pine.....	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. E. Robinson.....	Adrian, Mo.....		138.....		197.
★Dr. C. W. Luter.....	Butler, Mo.....		213.....	406 North Havana.....	535.
★Dr. A. G. Wooldridge.....	Butler, Mo.....	Professional Bldg.....	50.....	202 North Maple.....	486.
★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.....	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. E. Guldner.....	Lamar, Mo.....	108 West Eleventh.....	305.....	702 Gulf.....	505.
★Dr. L. B. Clinton.....	Carthage, Mo.....	1246 Grand.....	3532.....	1246 Grand.....	3532.
Dr. H. E. Byrd.....	Carthage, Mo.....	First Nat'l Bank Bldg.....	4655.....	1327 South Main.....	3344.
Dr. P. L. Pritchett.....	Webb City, Mo.....	Humphrey Bldg.....	764.....	927 West Second.....	383.
★Dr. R. L. Neff.....	Joplin, Mo.....	503 Frisco Bldg.....	1199.....	423 North Pearl.....	1670.
★Dr. V. E. Jeans.....	Joplin, Mo.....	Joplin National Bank Bldg.....	580.....	629 Islington.....	6319.
EMERGENCY STATION	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 Sixth.....	473.
Dr. E. O. Squire, Asst. Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.....	605 Willow.....	191.
★Dr. J. F. Coyle.....	Coffeyville, Kan.....	205 West Seventh.....	273.....	602 Elm.....	664.
★Dr. R. L. VonTreba.....	Chetopa, Kan.....	Over Harley Drug Store.....	53.....		140.
★Dr. H. L. Church, Resident Surgeon.....	Pittsburg, Kan.....	Smith Clinic.....	978.....	709 West Second.....	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.....		5212.....		17.
★Dr. A. G. Eddlemon.....	Liberal, Mo.....		79-3.....		79-2.
EMERGENCY STATION	Fort Scott, Kan.	Merey Hospital, 816 Burke.....	208.....		
★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.....	750 South National.....	1945.
★Dr. C. F. Young, Resident Surgeon.....	Ft. Scott, Kan.....	209 South Main.....	1027.....	750 South National.....	1945.
Dr. J. R. Newman.....	Ft. Scott, Kan.....	209 South Main.....	1679.....	510 South Eddy.....	1494.
★Dr. K. J. Bierlein.....	Arma, Kan.....		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.....		52-J.....	Mound City.....	52-W.
★Dr. W. Smith, Resident Surgeon.....	Springfield, Mo.....	Holland Bldg.....	522.....	704 East Walnut.....	1815.
Dr. D. L. Yancey.....	Springfield, Mo.....	500 Holland Bldg.....	522.....	1003 Meadowmere.....	8340.
★Dr. A. P. Capetti.....	Aurora, Mo.....	16 East Locust.....	535.....	427 East Springfield.....	463-W.
★Dr. H. L. Kerr, Resident Surgeon.....	Crane, Mo.....	Bank of Crane Bldg.....	45.....		19.
★Dr. L. S. Shumate.....	Reeds Spring, Mo.....		10.....		10.
★Dr. G. B. Mitchell.....	Branson, Mo.....	Over Owens Drug Store.....	38.....		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. Weast.....	Yellville, Ark.....	Yellville Drug Co.....	73.....		39.
★Dr. S. W. Chambers, Resident Surgeon.....	Cotter, Ark.....		104.....		104.
★Dr. N. J. Copp.....	Calico Rock, Ark.....	Over Bank Bldg.....	63.....		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.....	Magneas Bldg.....	75.....		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.....		73.....	Park Place.....	337.

★Medical Examiners for Examination of all Applicants.

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

DR. O. B. ZEINERT, Chief Surgeon