

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

JOPLIN AND WHITE RIVER DIVISIONS

TIMETABLE

No. 50

Effective 12:01 a. m. Sunday, Nov. 2, 1952

CENTRAL STANDARD TIME

Superseding Timetable No. 49, effective May 13, 1951,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 13, THIS DIVISION,
EFFECTIVE JUNE 15, 1952; AND

MUST ALSO CARRY A COPY OF KANSAS CITY
TERMINAL DIVISION SPECIAL INSTRUCTIONS
No. 7, EFFECTIVE AUGUST 1, 1952.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and
General Superintendent Transportation.

W. H. BAILEY, Asst. General Superintendent
Transportation.

C. F. DOUGHERTY, General Manager.

R. JOHNSON, Assistant General Manager.

DIVISION OFFICERS

H. A. ISRAEL.....Superintendent.....Wichita, Kan.
L. M. ELLEDGE.....Assistant Superintendent..Nevada, Mo.
B. L. MAGILL.....Trainmaster, Joplin, Pleasant
Hill, Pittsburg, 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.....Nevada, Mo.
C. A. HUGHES.....Division Trainmaster.....Nevada, Mo.
M. A. ARMSTRONG...Dispatcher.....Nevada, Mo.
J. W. BRANSTETTER..Dispatcher.....Nevada, Mo.
A. B. CALDWELL.....Dispatcher.....Nevada, Mo.
R. L. CLAY.....Dispatcher.....Nevada, Mo.
E. L. GRAYBEAL.....Dispatcher.....Nevada, Mo.
J. C. McVEY.....Dispatcher.....Nevada, Mo.
T. S. POTTER.....Dispatcher.....Nevada, Mo.
T. S. POTTER, JR.....Dispatcher.....Nevada, Mo.

SPECIAL INSTRUCTIONS

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

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

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

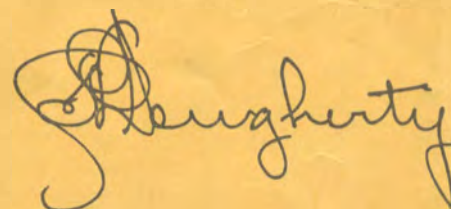
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.

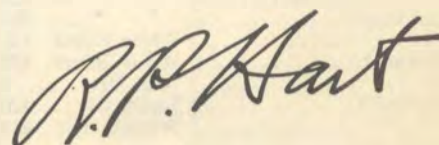


General Manager

ATTENTION TRAIN AND ENGINE CREWS

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

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



Chief Operating Officer.

SPECIAL INSTRUCTIONS

EXPLANATION OF CHARACTERS:

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

STATIONS NOT SHOWN IN TIMETABLE 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		
Garber.....	454.74	f232	f221	f296	f297		
Cotter Subdiv.:							
Magness.....	272.59	f232	f221				
Myersville Spur.....	307.43	f232	f221			f296	f297
Wolquarry.....	309.75	f232	f221			f296	f297
Twin Creek.....	319.92	f232	f221			f296	f297
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, mail, baggage and express.

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	3:25 a. m.	20 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.....	" " ...232	White River...232	"	"	" "
" ".....	White River...221	Joplin Div. ....221	"	"	" "
Newport.....	White River...232	Ark. Div. ....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	"	"	" "

PITTSBURG SUBDIV.—BETWEEN NASSAU JCT. AND COFFEYVILLE

3

TRAINS SOUTHWARD			Miles from St. Louis (via Pleasant Hill)	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 50				SECOND CLASS		
		795 Local Freight						794 Local Freight		
		Daily Ex. Sunday		STATIONS			Daily Ex. Monday			
		4 10AM	319.37	P.....NASSAU JCT.....Y	P 71		6 25AM			
		s 4 35	328.03	8.66.....MOUNDVILLE.....	N 11	38	f 6 05			
		s 4 56	333.29	5.26 LS.....BRONAUGH.....	N 16	48	s 5 50			
		f 5 06	338.20	4.91.....HANNON.....	N 21		f 5 35			
		s 5 22 ⁷⁹⁴	343.34	5.14 LS.....LIBERAL.....	N 26	20	f 5 22 ⁷⁹⁵			
			343.46	0.12.....S. L. S. F. CROSSING.....						
		f 5 55	350.22	6.76.....S. L. S. F. CROSSING.....						
		s 6 15	350.77	0.55.....MINDEN, MO.....	N 33	32	f 4 55			
			352.87	2.10 LS.....CORNELL JCT., KAN..DY§	N 35	Yd.	s 4 50			
			357.67	4.80.....A. T. & S. F. CROSSING.....						
			357.69	0.02.....K. C. S. CROSSING.....						
		s 6 30	358.14	0.45 LS.....PITTSBURG.....	N 41	31	s 4 00			
			358.50	0.36.....S. L. S. F. CROSSING.....						
			358.88	0.38.....S. L. S. F. CROSSING.....						
		f 6 50	360.28	1.40.....J.-P. CROSSING.....						
		f 6 55	361.82	1.84 P.....CHICOPEE.....			f 3 10			
			363.35	1.56.....FLEMING.....	N 46	40	f 3 05			
		f 7 00	365.68	2.00.....S. L. S. F. CROSSING.....						
			365.88	0.20.....CHEROKEE.....	N 48	17	f 2 56			
			366.81	0.93.....S. L. S. F. CROSSING.....						
		s 8 00	371.34	4.53.....N. E. O. CROSSING.....						
			371.36	0.02 LS.....CARONA.....	N 55	38	s 2 40			
		s 8 35	374.08	2.72.....COKEDALE—M.K.T. CROSSING.....						
			379.66	5.58.....SHERWIN.....	N 62	35	s 2 23			
		f 8 55	379.66	0.00.....S. L. S. F. CROSSING.....						
		s 9 20	386.14	6.48.....FAULKNER.....	N 68	33	f 2 07			
			392.82	6.68 LS.....CHETOPA.....	N 75	26	s 1 50			
			393.29	0.47.....M.K.T. CROSSING.....						
		f 9 40	400.01	6.72.....BARTLETT.....	N 83	19	f 1 30			
		s 10 00	408.14	8.13 LS.....EDNA.....	N 91	56	f 1 10			
		f 10 20	413.23	5.09.....VALEDA.....	N 96	19	f 12 55			
			423.02	9.79.....A. T. & S. F. CROSSING.....						
			423.03	0.01.....M.K.T. CROSSING.....						
		10 45AM	423.33	0.30 LS.....COFFEYVILLE....DOTWY§	R135	Yd.	12 30AM			
		Daily Ex. Sunday		103.96			Daily Ex. Monday			

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

PLEASANT HILL SUBDIV.—PLEASANT HILL TO WR JCT.

Station Numbers	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 50 NOVEMBER 2, 1952	TRAINS SOUTHWARD								
			FIRST CLASS		SECOND CLASS						
			221 Passenger	419 Passenger	795 Local Freight	79 Red Ball Freight	291 Local Freight	269 Red Ball Freight	491 Local Freight	261 Red Ball Freight	299 Local Freight
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily	Daily Ex. Saturday
		ST. LOUIS.....	5 02PM	5 02PM		7 00PM					
		KANSAS CITY.....	11 50PM					8 00AM		8 15PM	
249	249.27	CS.....PLEASANT HILL.....WY	1 20AM	11 35PM		5 00AM ²⁹⁰	5 45AM	9 00AM		9 30PM ²⁸⁰	
		0.63 ..C. R. I. & P. CROSSING.....									
P 2	250.38	P.....GOWDY.....	1 23	11 40		5 08	5 50	9 03		9 33	
P 5	253.74	P.....ORE.....	1 29	11 44		5 14	5 55	9 09		9 39	
P 8	256.86	P.....HUBER.....	1 33	11 48		5 19	6 00	9 14		9 44	
		1.81.....M.K.T. CROSSING.....									
P 10	258.83	LS...HARRISONVILLE.....*	s 1 41 ⁴²⁰	s 11 52		5 23	s 6 20	9 18		9 48	
		0.41.....S. L. S. F. CROSSING.....									
	259.24	.....S. L. S. F. CROSSING.....									
	259.38	.....S. L. S. F. CROSSING.....									
P 17	265.47	P.....LONE TREE.....	1 50	11 59PM		5 33	f 6 39 ⁷⁸	9 33 ²⁷⁰		9 58	
P 23	271.76	LS.....ARCHIE.....*	f 1 58	12 06AM		5 41	s 6 55	9 41		10 06	
P 29	277.61	LS.....ADRIAN.....*	f 2 08	f 12 13		5 50	s 7 05	9 49		10 14	
P 34	282.80	P.....PASSAIC.....*	f 2 15	12 19		6 12 ⁷⁸	f 7 15	9 56		10 21	
		4.32.....BUTLER.....				6 30	s 7 22	10 02		10 27	
P 48	296.90	P.....OVID.....	2 39 ²⁹⁰	12 41 ⁴²⁰		6 50	8 10	10 15		10 40	
		2.09 Note 1 { CS. RICH HILL.....	s 2 50	s 1 00		7 05	s 8 31 ²⁷⁰	10 18		10 43	
		1.71 P...RICH HILL JCT.....Y	2 53	1 02AM		7 15AM	8 55 ⁴⁹⁰	10 21	2 40PM	10 46	
		1.77.....PANAMA.....	2 56				9 00	10 24	2 56 ²³²	10 49	
P 54	302.47	P.....HORTON.....*	f 3 04				9 10	10 31	3 10	10 55	
P 65	313.78	P.....WALES.....	3 13				9 19	10 40	3 25	11 03PM	
		3.32 CS. NA TOWER M.K.T. Crsg....									
		0.35.....NEVADA.....DWY\$	s 3 45 ²⁷⁰		4 00AM		9 45AM	11 30	3 40PM	12 01AM	11 00PM
P 71	319.37	P.....NASSAU JCT.....Y	3 49		4 10AM			11 33		12 10	11 10
		4.72.....MILO.....	* f 3 55					11 40		12 18	11 20
P 82	330.87	LS.....SHELDON.....*	* f 4 06					11 49		12 28	11 30
P 86	335.71	P.....IRWIN.....*	* f 4 13					11 56AM		12 35	11 40
P 93	342.26	TP.....LAMAR.....*	* s 4 25					12 04PM		12 45	11 55PM
		0.74 CS. MPTOWER S. L. S. F. Crsg...Y									
P 99	347.83	P.....BOSTON.....*	* f 4 31					12 11		12 54	12 10AM
P105	353.53	LS.....JASPER.....*	* f 4 43					12 18		1 03	12 20
P109	358.34	P.....CARYTOWN.....	4 49					12 25		1 10	12 30
		5.69.....WR JCT.....	4 55AM					12 35PM		1 20AM	12 44AM
		114.76	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily	Daily Ex. Saturday

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

Note 1.—Between Rich Hill and Rich Hill Jct., Signal Indication, both Opposing and Following Movements.

317.49
300.7

16.79

PLEASANT HILL SUBDIV.—WR JCT. TO PLEASANT HILL

5

Siding Capacity in Cars	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 50 NOVEMBER 2, 1952	TRAINS NORTHWARD								
			FIRST CLASS		SECOND CLASS						
			420 Passenger	232 Passenger	290 Local Freight	270 Red Ball Freight	78 Red Ball Freight	794 Local Freight	490 Local Freight	260 Red Ball Freight	298 Local Freight
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily Ex. Sunday
		ST. LOUIS	8 05AM	10 05PM							
		KANSAS CITY		6 15PM		2 00PM				1 00AM	
Yd.	249.27	CS. PLEASANT HILL WY	s 2 05AM	s 4 35PM	5 00AM ⁷⁹	11 30AM	8 00AM			9 30PM ²⁶¹	
	249.19	C. R. I. & P. CROSSING									
	56	P. GOWDY	1 53	4 27	4 52	10 00	7 11			9 25	
	85	P. ORE	1 49	4 23	4 46	9 55	7 03			9 17	
	57	P. HUBER	1 45	4 19	4 40	9 50	6 58			9 12	
	258.67	M.K.T. CROSSING									
	50	LS. HARRISONVILLE	s 1 41 ²²¹	s 4 15	s 4 30	9 45	6 51			9 05	
	259.24	S. L. S. F. CROSSING									
	259.38	S. L. S. F. CROSSING									
	85	P. LONE TREE	1 25	4 04	4 15	9 33 ²⁶⁹	6 39 ²⁹¹			8 53	
	57	LS. ARCHIE	f 1 18	s 3 54	f 4 00	9 13	6 29			8 43	
	85	LS. ADRIAN	f 1 10	s 3 44	f 3 50	9 03	6 19			8 33	
	60	P. PASSAIC	f 1 02	f 3 33	f 3 40	8 56	6 12 ⁷⁹			8 26	
	98	LS. BUTLER	s 12 57	s 3 26	s 3 30	8 50	6 06			8 20	
	72	P. OVID	12 41 ⁴¹⁹	3 08	2 39 ²²¹	8 34	5 50			8 04	
	85	CS. RICH HILL	s 12 35	s 3 00	s 1 55	8 31 ²⁹¹	5 42			8 01	
	300.70	P. RICH HILL JCT.	12 33AM	2 58	1 53	8 28	5 39AM			8 55AM ²⁹¹	7 58
	101	P. PANAMA		2 56 ⁴⁹¹	1 50	8 25				8 52	7 55
	57	P. HORTON		f 2 51	1 42	8 18				8 46	7 48
	58	P. WALES		2 45	1 35	8 10				8 37	7 40
	317.10	CS. NA TOWER M.K.T. Crsg.									
Yd.	317.49	P. NEVADA DWY		s 2 40	1 30AM	8 00 3 35 ²²¹		6 35AM	8 30AM	7 30	5 30PM
	319.37	P. NASSAU JCT.		2 24		3 25		6 25AM		4 20	5 15
	324.09	LS. MILO		f 2 19		3 18				4 10	5 05
	85	LS. SHELDON		s 2 09		3 09				4 00	4 55
	335.71	P. IRWIN		f 2 03		3 01				3 52	4 40
	85	TP. LAMAR		s 1 54		2 51				3 43	4 25
	343.00	CS. MPTOWERS S. L. S. F. Crsg.									
	347.83	P. BOSTON		f 1 42		2 42				3 35	3 50
	85	LS. JASPER		s 1 36		2 33				3 28	3 40
	358.34	P. CARYTOWN		1 28		2 25				3 20	3 30
	364.03	WR JCT.		1 21PM		2 16AM				3 10PM	3 21PM
		114.76	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Monday	Daily Ex. Monday	Daily	Daily Ex. Sunday

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

Note 1.—Between Rich Hill and Rich Hill Jct., Signal Indication, both Opposing and Following Movements.

CARTHAGE SUBDIV.—WR JCT. TO COTTER

TRAINS SOUTHWARD

TIMETABLE

No. 50

NOVEMBER 2, 1952

Station Numbers	Miles from St. Louis (via Dias)	STATIONS	FIRST CLASS				SECOND CLASS			
			221				261	297	295	269
			Passenger				Red Ball Freight	Local Freight	Local Freight	Red Ball Freight
		Daily				Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	
527.79		WR JCT.....	4 55AM			1 20AM			12 35PM	
		0.11								
P 115 527.68	LS.....	CARTHAGE.....DWY	s { 5 15 5 40			1 30		9 10AM	12 36	
526.87		S. L. S. F. CROSSING.....								
WR270 526.00	P.....	AA SIDING.....	5 43			1 45 ²⁷⁰		9 20	12 46 ²³²	
WR261 517.65	P.....	MELUGIN.....	5 53			1 58		9 35	12 59	
WR256 513.16	P.....	LA RUSSELL.....*	f 5 58							
WR250 506.86	LS.....	STOTT'S CITY.....*	f 6 06			2 15		9 55	1 14	
		7.78								
WR242 499.08	TP.....	HOBURG.....	s 6 16			2 26		10 15	1 25	
		5.94								
WR236 493.14	P.....	OPAL.....	6 24			2 38		10 25	1 35	
		3.54								
489.60		CS.AU TOWER'S L.S.F. Crsg.....								
WR232 488.23	TP.....	AURORA.....	s 6 45 ²⁹⁴			2 48		10 50	1 43	
		5.50								
WR226 482.73	P.....	BONHAM.....	6 53			2 57		10 59	1 56 ²⁶⁰	
		4.23								
WR221 478.50	P.....	CRANE YARD.....DT	6 58			3 25	4 30AM	11 10AM	2 20	
		0.67								
WR221 477.83	CS.....	CRANE.....Y	s 7 05			3 28	s 4 40		2 25	
		3.93								
WR217 473.90	P.....	ELSEY.....*	f 7 12			3 37	f 4 46		2 35	
		5.82								
WR211 468.08	LS.....	GALENA.....	s 7 22			3 46	s 5 00		2 45	
		7.33								
WR204 460.76	LS.....	REEDS SPRING.....	s 7 34			4 02	s 5 15		3 00	
		9.81								
WR194 450.94	P.....	GG SIDING.....	7 45			4 17	5 30		3 15	
		3.60								
WR191 447.34	LS.....	BRANSON.....	s 8 00			4 23	s 6 00		3 21	
		1.59								
WR189 445.75	LS.....	HOLLISTER.....	s 8 07			4 26	s 6 30		3 24	
		3.44								
WR186 442.31	P.....	MELVA, MO.....	8 15			4 34	6 38		3 32	
		9.81								
WR176 432.70	LS.....	CRICKET, ARK.....	s 8 30			4 55	s 6 55		3 52	
		5.11								
WR171 427.59	P.....	BB SIDING.....	8 38			5 03	7 03		4 00	
		4.43								
WR166 423.16	P.....	MYRTLE.....	8 45			5 11	7 10		4 08	
		7.62								
WR159 415.54	LS.....	BERGMAN.....	s 8 57			5 28	s 7 35		4 25	
		6.95								
WR152 408.59	P.....	ZINC.....	f 9 07			5 38	f 7 46		4 35	
		5.58								
WR146 403.01	LS.....	PYATT.....	s 9 17			5 47	s 8 00		4 44	
		5.04								
WR141 397.97	P.....	COMAL.....	9 29 ²³²			5 55	8 07		4 52	
		5.60								
WR136 392.37	LS.....	YELLVILLE.....	s 9 39			6 08	s 8 20		5 05	
		5.85								
WR130 386.52	LS.....	FLIPPIN.....	s 9 49 ²⁶⁰			6 18	s 8 35		5 15	
		4.93								
WR125 381.59	CS.....	COTTER.....DW	s 9 58AM			6 50AM	8 45AM		5 30PM	
		146.20	Daily			Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	

Sliding Capacity in Cars
103
55
100
55
56
60
59
Yd
50
39
45
45
50
10
59
65
60
61
51
51
41
Y

CARTHAGE SUBDIV.—COTTER TO WR JCT.

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIMETABLE No. 50 NOVEMBER 2, 1952		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				232				294	260	296	270
Passenger				Local Freight	Red Ball Freight	Local Freight	Red Ball Freight				
STATIONS		Daily			Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily			
	527.79	WR JCT.	1 21PM			3 10PM		2 16AM			
	0.11										
	527.68	LS. CARTHAGE DWYS	s 1 20		8 55AM	3 09		2 15			
	0.81		s 12 55								
	526.87	S. L. S. F. CROSSING									
	0.87										
103	526.00	P. AA SIDING	12 46	269	8 45	3 02		1 45	261		
	8.35										
55	517.65	P. MELUGIN	12 36		8 25	2 50		1 27			
	4.49										
	513.16	P. LA RUSSELL	* f 12 31								
	6.30										
100	506.86	LS. STOTTS CITY	* f 12 23		7 59	2 35		1 07			
	7.78										
55	499.08	TP. HOBERG	s 12 13		7 45	2 24		12 52			
	5.94										
56	493.14	P. OPAL	12 05PM		7 30	2 15		12 40			
	3.54										
	489.60	CS. AUTOWERS S. L. S. F. Crossing									
	1.37										
60	488.23	TP. AURORA	s 11 53AM		6 45	2 06		12 25			
	5.50										
59	482.73	P. BONHAM	11 45		6 20	1 56	269	12 11			
	4.23										
Yd.	478.50	P. CRANE YARD DT	11 39		6 10AM	1 40	2 00PM	12 01AM			
	0.67										
50	477.83	CS. CRANE	s 11 37	Y		1 10	s 1 55	11 15PM			
	3.93										
39	473.90	P. ELSEY	11 28	*		1 00	f 1 45	11 08			
	5.82										
45	468.08	LS. GALENA	s 11 20			12 50	s 1 35	10 59			
	7.33										
45	460.75	LS. REEDS SPRING	s 11 09			12 39	s 1 15	10 47			
	9.81										
50	450.94	P. GG SIDING	10 55			12 17	12 59	10 31			
	3.60										
56	447.34	LS. BRANSON	s 10 50			12 12	s 12 50	10 25			
	1.59										
27	445.75	LS. HOLLISTER	s 10 42			12 08	s 12 40	10 21			
	3.44										
65	442.31	P. MELVA MO.	10 35			12 01PM	12 20	10 15			
	9.61										
50	432.70	LS. CRICKET, ARK.	s 10 21			11 40AM	s 12 01PM	9 57			
	5.11										
10	427.59	P. BB SIDING	10 12			11 30	11 50AM	9 49			
	4.43										
59	423.16	P. MYRTLE	10 05			11 20	11 40	9 41			
	7.62										
65	415.54	LS. BERGMAN	s 9 55			11 05	s 11 25	9 26			
	6.95										
50	408.59	P. ZINC	f 9 45			10 45	f 11 10	9 13			
	5.58										
51	403.01	LS. PYATT	s 9 36			10 30	s 10 55	9 02			
	5.04										
51	397.97	P. COMAL	9 29	221		10 20	10 45	8 52			
	5.60										
57	392.37	LS. YELLVILLE	s 9 20			10 10	s 10 35	8 41			
	5.85										
49	386.52	LS. FLIPPIN	s 9 10			9 49	s 10 25	8 30			
	4.93										
Yd.	381.59	CS. COTTER DW	9 00AM			9 15AM	s 10 15AM	8 15PM			
	146.20		Daily		Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily			

CARTHAGE SUBDIV.—WR JCT. TO COTTER

TRAINS SOUTHWARD

TIMETABLE

No. 50

NOVEMBER 2, 1952

Station Numbers	Miles from St. Louis (via Dias)	STATIONS	FIRST CLASS				SECOND CLASS			
			221 Passenger				261 Red Ball Freight	297 Local Freight	295 Local Freight	269 Red Ball Freight
			Daily			Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	
	527.79	WR JCT.	4 55AM			1 20AM			12 35PM	
		0.11								
P 115	527.68	LS.....CARTHAGE.....DWY	s { 5 15 5 40			1 30		9 10AM	12 36	
	526.87	S. L. S. F. CROSSING								
		0.81								
WR270	526.00	P.....AA SIDING	5 43			1 45 ²⁷⁰		9 20	12 46 ²³²	
		0.87								
WR261	517.65	P.....MELUGIN	5 53			1 58		9 35	12 59	
		8.35								
WR256	513.16	P.....LA RUSSELL	*f 5 58							
		4.49								
WR250	506.86	LS.....STOTT'S CITY	*f 6 06			2 15		9 55	1 14	
		6.30								
		7.78								
WR242	499.08	TP.....HOBERG	s 6 16			2 26		10 15	1 25	
		5.94								
WR236	493.14	P.....OPAL	6 24			2 38		10 25	1 35	
		3.54								
	489.60	CS.AU TOWER S. L. S. F. Crsg.								
		1.37								
WR232	488.23	TP.....AURORA	s 6 45 ²⁹⁴			2 48		10 50	1 43	
		5.50								
WR226	482.73	P.....BONHAM	6 53			2 57		10 59	1 56 ²⁸⁰	
		4.23								
WR221	478.50	P.....CRANE YARD.....DT	6 58			3 25	4 30AM	11 10AM	2 20	
		0.67								
WR221	477.83	CS.....CRANE	s 7 05			3 28	s 4 40		2 25	
		3.93								
WR217	473.90	P.....ELSEY	*f 7 12			3 37	f 4 46		2 35	
		5.82								
WR211	468.08	LS.....GALENA	s 7 22			3 46	s 5 00		2 45	
		7.33								
WR204	460.76	LS.....REEDS SPRING	s 7 34			4 02	s 5 15		3 00	
		9.81								
WR194	450.94	P.....GG SIDING	7 45			4 17	5 30		3 15	
		3.60								
WR191	447.34	LS.....BRANSON	s 8 00			4 23	s 6 00		3 21	
		1.59								
WR189	445.75	LS.....HOLLISTER	s 8 07			4 26	s 6 30		3 24	
		3.44								
WR186	442.31	P.....MELVA, MO.	8 15			4 34	6 38		3 32	
		9.61								
WR176	432.70	LS.....CRICKET, ARK.	s 8 30			4 55	s 6 55		3 52	
		5.11								
WR171	427.59	P.....BB SIDING	8 38			5 03	7 03		4 00	
		4.43								
WR166	423.16	P.....MYRTLE	8 45			5 11	7 10		4 08	
		7.62								
WR159	415.54	LS.....BERGMAN	s 8 57			5 28	s 7 35		4 25	
		6.95								
WR152	408.59	P.....ZINC	f 9 07			5 38	f 7 46		4 35	
		5.58								
WR146	403.01	LS.....PYATT	s 9 17			5 47	s 8 00		4 44	
		5.04								
WR141	397.97	P.....COMAL	9 29 ²³²			5 55	8 07		4 52	
		5.60								
WR136	392.37	LS.....YELVILLE	s 9 39			6 08	s 8 20		5 05	
		5.85								
WR130	386.52	LS.....FLIPPIN	s 9 49 ²⁶⁰			6 18	s 8 35		5 15	
		4.93								
WR125	381.59	CS.....COTTER.....DW	s 9 58AM			6 50AM	8 45AM		5 30PM	
		146.20	Daily			Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	

CARTHAGE SUBDIV.—COTTER TO WR JCT.

TRAINS NORTHWARD

Stiding Capacity in Cars	Miles from St. Louis (via Dlas)	TIMETABLE No. 50 NOVEMBER 2, 1952		FIRST CLASS		SECOND CLASS				
				232		294	260	296	270	
				Passenger		Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	
STATIONS		Daily		Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily			
	527.79	WR JCT	1 21PM			3 10PM		2 16AM		
	527.68	LS. CARTHAGE DWYS	1 20 12 55		8 55AM	3 09		2 15		
	526.87	S. L. S. F. CROSSING								
103	526.00	P. AA SIDING	12 46 ²⁶⁹		8 45	3 02		1 45 ²⁶¹		
55	517.65	P. MELUGIN	12 36		8 25	2 50		1 27		
	513.16	P. LA RUSSELL	*f 12 31							
100	506.86	LS. STOTTS CITY	*f 12 23		7 59	2 35		1 07		
55	499.08	TP. HOBERG	s 12 13		7 45	2 24		12 52		
56	493.14	P. OPAL	12 05PM		7 30	2 15		12 40		
	489.60	CS. AU TOWER S. L. S. F. Crossing								
60	488.23	TP. AURORA	s 11 53AM		6 45 ²²¹	2 06		12 25		
59	482.73	P. BONHAM	11 45		6 20	1 56 ²⁶⁹		12 11		
Yd.	478.50	P. CRANE YARD DT	11 39		6 10AM	1 40	2 00PM	12 01AM		
50	477.83	CS. CRANE	s 11 37			1 10	s 1 55	11 15PM		
39	473.90	P. ELSEY	11 28			1 00	f 1 45	11 08		
45	468.08	LS. GALENA	s 11 20			12 50	s 1 35	10 59		
45	460.75	LS. REEDS SPRING	s 11 09			12 39	s 1 15	10 47		
50	450.94	P. GG SIDING	10 55			12 17	12 59	10 31		
56	447.34	LS. BRANSON	s 10 50			12 12	s 12 50	10 25		
27	445.75	LS. HOLLISTER	s 10 42			12 08	s 12 40	10 21		
65	442.31	P. MELVA MO.	10 35			12 01PM	12 20	10 15		
50	432.70	LS. CRICKET, ARK.	s 10 21			11 40AM	s 12 01PM	9 57		
10	427.59	P. BB SIDING	10 12			11 30	11 50AM	9 49		
59	423.16	P. MYRTLE	10 05			11 20	11 40	9 41		
65	415.54	LS. BERGMAN	s 9 55			11 05	s 11 25	9 26		
50	408.59	P. ZINC	f 9 45			10 45	f 11 10	9 13		
51	403.01	LS. PYATT	s 9 36			10 30	s 10 55	9 02		
51	397.97	P. COMAL	9 29 ²²¹			10 20	10 45	8 52		
57	392.37	LS. YELVILLE	s 9 20			10 10	s 10 35	8 41		
49	386.52	LS. FLIPPIN	s 9 10			9 49 ²²¹	s 10 25	8 30		
Yd.	381.59	CS. COTTER DW	9 00AM			9 15AM	s 10 15AM	8 15PM		
	146.20		Daily		Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily		

COTTER SUBDIV. — COTTER TO DIAZ

Station Numbers	Miles from St. Louis (via Diaz)	TIMETABLE No. 50 NOVEMBER 2, 1952		TRAINS SOUTHWARD							
				FIRST CLASS				SECOND CLASS			
				221 Passenger				261 Red Ball Freight	297 Local Freight	293 Local Freight	269 Red Ball Freight
STATIONS	Daily			Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily				
WR125	381.59	CS	COTTER.....DW	10 10AM				7 20AM ²⁶⁰	10 30AM		5 50PM
WR113	369.76	P	BUFFALO.....	s 10 24				7 45	f 10 50		6 10
WR109	365.62	P	CARTNEY.....	f 10 30				7 53	f 11 05		6 18
WR102	357.43	LS	NORFORK.....	s 10 40				8 17 ²³²	s 11 20		6 33
WR 96	352.29	P	HERRON.....	10 48				8 30 ²⁹⁶	11 35		6 43
WR 91	347.40	P	BERRY.....	10 54				8 38	f 11 50AM		7 00 ²⁷⁰
WR 85	341.44	LS	CALICO ROCK.....	s 11 02				8 47	s 12 01PM		7 09
WR 83	339.52	P	DD-CRESWELL.....*	f 11 10				8 52	f 12 25		7 14
WR 77	333.90	P	BOSWELL.....*	f 11 17				9 04	f 12 35		7 26
WR 73	329.67	P	MOUNT OLIVE.....*	f 11 23				9 10	f 12 45		7 32
WR 68	325.00	LS	SYLAMORE.....	s 11 31				9 17	s 1 30		7 39
WR 61	318.22	P	HANDFORD.....	11 40				9 28	1 45		7 50
WR 56	312.42	LS	GULON.....	s 11 50AM				9 38	f 2 15	11 30AM	8 00
WR 48	304.93	P	BILTMORE.....	12 01PM ²⁹³				9 51	2 30	12 01PM ²²¹	8 13
WR 42	298.98	P	O'NEAL.....	f 12 09				10 00	f 2 40	12 45	8 22
WR 36	293.06	P	EARNHARTS.....	12 17				10 15 ²⁹²	f 2 50	1 00	8 32
WR 31	288.16	P	CUSHMAN JCT.....	12 23				10 25	3 00	1 20	8 42
WR 29	286.43	LS	BATESVILLE.....DY	s 12 40				10 31	s 3 15PM	s 2 00	8 48
WR 28	285.10	P	KD SIDING.....	12 45				10 36		2 05	8 53
WR 24	280.65	P	MOOREFIELD.....*	f 12 51				10 45		f 2 20	9 02
WR 22	278.30	P	DT SIDING.....	12 54				10 50		2 30	9 07
WR 20	276.38	P	SULPHUR ROCK.....*	s 12 57				10 53		f 2 35	9 10
WR 14	270.39	LS	NEWARK.....	s 1 05				11 03		s 3 15	9 20
WR 9	265.58	P	PAROQUET.....	f 1 10				11 13		f 3 30	9 30
	264.43		DRAW BRIDGE..... ^{Black River}								
WR 1	259.58	P	ZZ SIDING.....	1 19				11 23		3 45	9 40
K 259	258.80	P	DIAZ.....Y	f 1 20PM				11 30AM		f 3 50PM	9 45PM
		CS	NEWPORT... CDOTW	s 1 25PM				12 15PM		4 00PM	11 00PM
	122.79			Daily				Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily

CUSHMAN SUBDIV. — BETWEEN CUSHMAN AND CUSHMAN JCT.

		TIMETABLE No. 50 NOVEMBER 2, 1952		Station Numbers	Siding Capacity in Cars
		STATIONS			
	297.63	LS	CUSHMAN.....	PE 9	
	290.55	P	LIMEDALE.....	PE 2	
	288.16	P	CUSHMAN JCT.....	WR 31	
			BATESVILLE.....		
			9.47		

COTTER SUBDIV.—DIAZ TO COTTER

9

Siding Capacity in Cars	Miles from St. Louis (via Diaz)	TIMETABLE No. 50 NOVEMBER 2, 1952		TRAINS NORTHWARD								
				FIRST CLASS				SECOND CLASS				
				232				260	296	292	270	
				Passenger				Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	
STATIONS				Daily				Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily	
Yd.	381.59	CS.....	COTTER.....DW	s	8 46AM				7 20AM ²⁶¹	9 30AM		8 00PM
48	369.76	P.....	BUFFALO.....	s	8 33				7 02	9 10		7 38
53	365.62	P.....	CARTNEY.....	f	8 27				6 55	f 9 00		7 30
56	357.43	LS.....	NORFORK.....	s	8 17 ²⁶¹				6 41	s 8 45		7 16
57	352.29	P.....	HERFON.....		8 09				6 33	8 30 ²⁶¹		7 08
55	347.40	P.....	BERRY.....		8 03 ²⁶⁶				6 25	f 8 03 ²³²		7 00 ²⁶⁹
	341.44	LS.....	CALICO ROCK.....	s	7 55				6 16	s 7 44		6 51
55	339.52	P.....	DD-CRESWELL.....*	f	7 49				6 12	f 7 30		6 47
50	333.90	P.....	BOSWELL.....*	f	7 42				6 03	f 7 20		6 38
63	329.67	P.....	MOUNT OLIVE.....*	f	7 36				5 55	f 7 09		6 30
56	325.00	LS.....	SYLAMORE.....	s	7 30				5 47	s 7 00		6 22
56	318.22	P.....	HANDFORD.....		7 20				5 36	6 45		6 11
51	312.42	LS.....	GUION.....	s	7 12				5 27	f 6 30	10 55AM	6 02
55	304.93	P.....	BILTMORE.....		7 00				5 15	6 05	10 35	5 50
57	298.98	P.....	O'NEAL.....	f	6 53				5 06	f 5 55	10 25	5 41
56	293.06	P.....	EARNHARTS.....		6 46				4 57	f 5 45	10 15 ²⁶¹	5 32
	288.16	P.....	CUSHMAN JCT.....		6 40				4 50	5 35	9 55	5 25
	286.43	LS.....	BATESVILLE.....DY	s	6 35				4 45	5 30AM	s 9 45	5 20
50	285.10	P.....	KD SIDING.....		6 11				4 29		9 20	5 04
54	280.65	P.....	MOOREFIELD.....*	f	6 05				4 22		f 9 05	4 57
39	278.30	P.....	DT SIDING.....		6 01				4 18		8 55	4 53
	276.38	P.....	SULPHUR ROCK.....*	s	5 58				4 15		f 8 50	4 50
65	270.39	LS.....	NEWARK.....	s	5 47				4 07		s 8 30	4 42
93	265.58	P.....	PAROQUET.....	f	5 42				4 00		f 8 22	4 35
	264.43	P.....	DRAW BRIDGE.....(Black River)									
22	259.58	P.....	ZZ SIDING.....		5 34				3 52		8 12	4 27
	258.80	P.....	DIAZ.....Y	f	5 33AM				3 50AM		f 8 10AM	4 25PM
		CS.....	NEWPORT..CDOTW	s	5 30AM				3 45AM		8 00AM	4 20PM
	122.79				Daily				Daily	Tue., Thur., Sat.	Daily Ex. Sunday	Daily

SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

TRAINS SOUTHWARD				Miles from St. Louis (via Diaz)	TIMETABLE No. 50 NOVEMBER 2, 1952		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS									SECOND CLASS			
	781 Local Freight	761 Red Ball Freight							760 Red Ball Freight	780 Local Freight		
	Daily Ex. Sat. and Sun.	Daily		Daily	Daily Ex. Sat. and Sun.							
STATIONS												
	s 12 30PM	6 15AM	477.83	CS.....	CRANE.....Y	WR 221	Yd.	s 11 00AM	s 3 30PM			
	f 12 45	6 30	483.95	P.....	HURLEY.....	PD 7		f 10 35	f 3 15			
	s 1 05	6 50	492.82	TP.....	CLEVER.....	PD 16		s 10 15	s 2 55			
	f 1 30	7 15	502.77	P.....	BATTLEFIELD.....	PD 26		f 9 50	f 2 33			
	1 50PM	7 45AM	511.18	LS.....	SPRINGFIELD...DT	PD 34	Yd.	9 30AM	2 15PM			
	Daily Ex. Sat. and Sun.	Daily			33.35			Daily	Daily Ex. Sat. and Sun.			

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

TRAINS SOUTHWARD				Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 50		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS	NOVEMBER 2, 1952		FIRST CLASS	SECOND CLASS					
493 Local Freight	79 Red Ball Freight	419 Passenger			420 Passenger	78 Red Ball Freight			492 Local Freight		
Daily Ex. Monday	Daily	Daily			Daily	Daily	Daily Ex. Monday				
	7 05AM	1 00AM			12 35AM	5 42AM					
9 00AM	7 15AM	1 02AM	300.70	CS.....	RICH HILL	12 33AM	5 39AM	2 25PM			
f 9 10	7 30	\$ 1 13	307.90	P.....	RICH HILL JCT.....	\$ 12 24	5 28	f 2 13			
f 9 25	7 45	\$ 1 25	316.66		METZ.....	\$ 12 12AM	5 15	f 2 00			
			316.74		RICHARDS, MO.....						
			324.96		K. C. S. CROSSING.....						
			325.58		S. L. S. F. CROSSING.....						
9 45AM	8 15AM	\$ 1 40AM	326.27	LS.....	M.K.T. CROSSING.....	11 58PM	5 00AM	1 45PM			
Daily Ex. Monday	Daily	Daily			FT. SCOTT, KAN.....	Daily	Daily	Daily Ex. Monday			
									25.57		

JOPLIN SUBDIV.—BETWEEN WR JCT. AND JOPLIN

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 50		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		NOVEMBER 2, 1952				SECOND CLASS
299 Local Freight						298 Local Freight
Daily Ex. Sunday		STATIONS				Daily Ex. Sunday
12 44AM	364.03	WR JCT.....				3 21PM
2 00	364.14	LS.....	CARTHAGE...DWY\$	P 115	44	3 10
2 10	367.94		DUMONT.....	P 119	38	2 57
2 20	370.98		CENTER CREEK.....	P 122	39	2 51
3 00	374.96	LS.....	WEBB CITY.....DY\$	P 126	60	2 45
6 00AM	381.59	LS.....	JOPLIN.....	P 133	Yd.	2 30PM
Daily Ex. Sunday		17.56				Daily Ex. Sunday

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

TRAINS SOUTHWARD	Miles from St. Louis (via Pleasant Hill)	TIMETABLE No. 50		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		NOVEMBER 2, 1952				SECOND CLASS
793 Local Freight						792 Local Freight
Daily Ex. Monday		STATIONS				Daily Ex. Monday
9 45AM		LS.....	FT. SCOTT.....	H 27	35	1 45PM
10 00AM	326.43		JD JCT.....			1 25PM
	331.40		S. L. S. F. CROSSING.....			
f 10 20	333.26	P.....	GODFREY.....	TC 7	57	f 1 05
f 10 40	340.18	P.....	DRYWOOD.....	TC14	35	f 12 45
f 11 05	349.00	LS.....	ARMA.....	TC23	49	f 12 20
	352.94		M. C. COAL CO. CRSG.....			
	353.69		K. C. S. CROSSING.....			
\$ 11 30AM	355.96	LS.....	CORNELL JCT....DY\$	N 35	Yd.	12 01PM
Daily Ex. Monday		29.53				Daily Ex. Monday

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

SPECIAL INSTRUCTIONS

3-D. Specific Locations Where Speed is Restricted:

Table with columns for location, speed restrictions, and 'Miles Per Hour' (Consist 'A' and Consist 'B'). Rows include Nevada, Carthage, Webb City, Joplin, Pittsburg, Aurora, Branson, Reeds Spring, Crest, Cricket, Batesville, Newark, Springfield, etc.

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

Table showing Southward and Northward directions with columns for Permissible Speed in Miles per hour, From, and To. Includes Pleasant Hill Subdiv. data.

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

Table with columns for Southward and Northward directions, Permissible Speed in Miles per hour, From, and To. Subdivisions include Joplin and Pittsburg.

Joplin Subdiv.:

Data table for Joplin Subdiv. showing mile post numbers and speed limits.

Pittsburg Subdiv.:

Data table for Pittsburg Subdiv. showing mile post numbers and speed limits.

Carthage Subdiv.:

Large data table for Carthage Subdiv. showing mile post numbers and speed limits.

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—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
Cotter Subdiv.:									
40	381	3	380	27	35	264	12	264	15
45	376	1	374	10	35	277	21	278	25
55	371	26	371	19	50	279	11	279	17
50	364	3	364	0	40	283	12	285	10
40	340	24	340	21	20	285	10	286	18
45	320	10	319	24	45	286	23	286	33
50	315	20	315	10	45	287	22	287	28
55	314	18	314	12	50	287	28	288	16
55	310	11	309	25	45	365	18	305	25
45	308	22	308	17	45	308	17	308	22
45	305	25	305	18	55	309	25	310	11
50	288	16	287	28	55	314	12	314	18
45	287	28	287	22	50	315	10	315	20
45	286	33	286	23	45	319	24	320	10
20	286	18	285	10	40	340	21	340	24
40	285	10	283	12	50	364	0	364	3
50	279	17	279	11	55	371	19	371	26
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

3-E. Trains Handling Disabled Engines and Engines in Tow:

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine in tow, whichever is lower (See Item 2-B)

Road or Switch, with trucks or parts of same not in good running condition..... As Authorized By Superintendent

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. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

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, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 40

3-E. Concluded:

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

Cornell and Cushman Subdivs.....	10
Pittsburg and 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.

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

With flat spot 3" or more on driving tires, **MAINTAIN SPEED**..... 20

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

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-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.

American Ditchers, self-propelling..... 25

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train. Side rods and cranks must be removed from trucks.

SPECIAL INSTRUCTIONS

3-F. Trains Handling Work Equipment, Derricks, Cranes, etc.:
—Continued. Miles
Per
Hour

Locomotive Cranes or Clam Shells. 25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination.

American Ditchers, loaded on flat cars. 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars. . 25

Jordan Spreaders and Spreader-Ditchers. 25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

3-F. Concluded: Miles
Per
Hour

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

Rail Unloaders. Maximum
Train Speed
Consist "A"

Rail unloaders must have boom disconnected and stored on car.

Scale Test Cars must be handled next to caboose. Maximum
Train Speed
Consist "A"

3-G. TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT.

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

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.....	{G Rand 0500. {Main 1000.		
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.....	181 W.
★★Dr. L. V. Murray.....	Pleasant Hill, Mo.....	110 First.....	62.....	206 North Armstrong.....	288.
★★Dr. D. S. Long.....	Harrisonville, Mo.....	202 South Lexington.....	38.....	204 South Lexington.....	61.
★★Dr. E. E. Robinson.....	Adrian, Mo.....	.....	138.....	.....	197.
★Dr. C. W. Luter.....	Butler, Mo.....	.....	213.....	406 North Havana.....	535.
★Dr. C. J. Allen.....	Rich Hill, Mo.....	Security 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. T. S. Hopkins.....	Nevada, Mo.....	Moore Bldg.....	362.....	602 South Main.....	1725.
★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.....	809 Gulf.....	4823.....	702 Gulf.....	4048.
★★Dr. L. B. Clinton.....	Carthage, Mo.....	1246 Grand.....	2689.....	1232 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.....	704.....	927 West Second.....	383.
★★Dr. R. M. Ferguson.....	Webb City, Mo.....	Elks Bldg.....	878.....	432 South Roane.....	904.
★Dr. G. A. Schulte.....	Joplin, Mo.....	419 Frisco Bldg.....	7292.....	2333 Wall Street.....	6069.
★Dr. V. E. Jeans.....	Joplin, Mo.....	Joplin National Bank Bldg.....	580.....	629 Ialington.....	6319.
EMERGENCY STATION	Coffeyville, Kan.....	.....	.....	.....	.....
★Dr. J. F. Coyle, Division Surgeon.....	Coffeyville, Kan.....	205 West Seventh.....	273.....	602 Elm.....	664.
★Dr. A. E. Martin.....	Coffeyville, Kan.....	702 Maple.....	686 and 3700.....	608 Highland Road.....	2775.
★Dr. E. O. Squire, Asst. Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	2612.....	605 Willow.....	181.
★★Dr. R. L. VonTreba.....	Chetopa, Kan.....	Over Harley Drug Store.....	53.....	.....	140.
★Dr. S. Zizmer.....	Chetopa, Kan.....	520 Maple.....	186.....	203 South Ninth.....	250.
★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.....	Meroy 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.....	1577.....	1119 Burke.....	1580.
★Dr. C. F. Young, Resident Surgeon.....	Ft. Scott, Kan.....	209 South Main.....	1577.....	1215 Burke.....	1945.
★★Dr. K. J. Bierlein.....	Arma, Kan.....	405 East Washington.....	2831.....	812 S. Catalpa, Pittsburg, Kan.....	186.
★★Dr. D. G. Hall.....	Springfield, Mo.....	500 Holland Bldg.....	2-0522.....	1034 S. Fremont.....	6-2515.
★Dr. D. L. Yancey.....	Springfield, Mo.....	500 Holland Bldg.....	2-0522.....	1133 South Weller.....	4-1140.
★★Dr. S. S. Peterson.....	Springfield, Mo.....	500 Holland Building.....	2-0522.....	721 East Stanford.....	4-3821.
★Dr. A. P. Capetti.....	Aurora, Mo.....	200 South Elliott.....	630.....	427 East Springfield.....	770.
★Dr. F. L. Womack.....	Crane, Mo.....	.....	105.....	.....	125.
{★Dr. J. H. Young.....	Crane, Mo.....	.....	229.....	Galena, Mo.....	50.
{★Dr. J. H. Young.....	Galena, Mo.....	.....	50.....	.....	50.
★★Dr. L. S. Shumate.....	Reeds Spring, Mo.....	.....	10.....	.....	10
★★Dr. G. B. Mitchell.....	Branson, Mo.....	Over Owens Drug Store.....	38.....	.....	72.
★★Dr. J. C. Bunten.....	Branson, Mo.....	Security Bank Bldg.....	111.....	.....	195R.
★★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.....	2471.....	.....	2301.
★Dr. S. W. Chambers, Resident Surgeon.....	Cotter, Ark.....	.....	133.....	405 E. 6th, Mt. Home, Ark.....	104.
★Dr. J. A. Van Beber.....	Gassville, Ark.....	.....	23 Cotter.....	.....	1.
★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.....	Magness 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.