

DIVISION OFFICERS

H. B. DAVIS.....Superintendent.....Wichita, Kan.
J. G. SHEPPARD.....Assistant Superintendent..Nevada, Mo.
W. J. POWER.....Trainmaster, Joplin, Pleasant
Hill, Pittsburg, Cornell and
Rich Hill Subdivs.....Nevada, Mo.
W. H. PELTON.....Trainmaster, Carthage, Cotter,
Springfield and Cushman
Subdivs.....Aurora, Mo.
J. A. McCOY.....Road Foreman of
Engines.....Nevada, Mo.
H. H. WALKER.....Road Foreman of Engines
Kansas City Terminal
Div.....Kansas City, Mo.
C. A. HUGHES.....Division Trainmaster.....Nevada, Mo.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

JOPLIN AND WHITE RIVER DIVISIONS

TIMETABLE No. 52

Effective 12:01 a. m. Sunday, Oct. 2, 1955

CENTRAL STANDARD TIME

**Superseding Timetable No. 51, effective May 23, 1954,
and all Supplements thereto.**

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 14, THIS DIVISION,
EFFECTIVE NOVEMBER 21, 1954; AND**

**MUST ALSO CARRY A COPY OF KANSAS CITY
TERMINAL DIVISION SPECIAL INSTRUCTIONS
No. 8, EFFECTIVE NOVEMBER 15, 1954.**

**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.

M. L. SMITH, General Superintendent Transportation.

C. F. DOUGHERTY, General Manager.

G. M. HOLZMANN, Assistant General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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

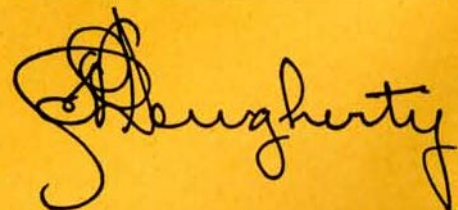
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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.

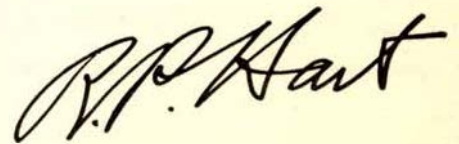
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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:

Ⓟ—Radio Base Station.
 D—Diesel 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 | f761 | ..... | ..... | ..... | ..... |
| Terrell..... | 498.38 | f760 | f761 | ..... | ..... | ..... | ..... |
| Wilson Creek..... | 500.19 | f760 | f761 | ..... | ..... | ..... | ..... |

EXPLANATION OF STOPS:

s—Regular Stop.
 f—Stop on signal for passengers, mail, baggage and express.
 a—Stop on signal to receive or 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. 14 | Joplin Div. 232 | 4:52 p. m. | 10 Mins. | For revenue passengers. |
| " "..... | " " 211 | " " 232 | Indefinitely | Indefinitely | For connection. |
| " "..... | Joplin Div. 221 | Eastern Div. 210 | " | " | " " |
| Carthage..... | " " 232 | White River. 232 | " | " | " " |
| " "..... | White River. 221 | Joplin Div. 221 | " | " | " " |
| Newport..... | " " 232 | Ark. Div. 37 | 6:30 a. m. | 1 Hour | For mail and express. |

PITTSBURG SUBDIV.—BETWEEN NASSAU JCT. AND COFFEYVILLE

3

| TRAINS SOUTHWARD | | | | Miles from St. Louis (via Panama of Hill) | TIMETABLE | | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|------------------|--|--|-------------------------|---|-----------------|--------------------------|---------------------|-----------------|-------------------------|-------------------------|--|--|--|
| SECOND CLASS | | | | | No. 52 | | | | | SECOND CLASS | | | |
| | | | 795 Local Freight | | OCTOBER 2, 1955 | | | | | 794 Local Freight | | | |
| | | | Daily Ex. Sunday | STATIONS | | | Daily Ex. Monday | | | | | | |
| | | | 4 10AM | 319.37 | P | NASSAU JCT. | Y | P 71 | | | | | |
| | | | s 4 35 | 328.03 | | MOUNDVILLE | | N 11 | 38 | | | | |
| | | | s 4 56 | 333.29 | TP | BRONAUGH | | N 16 | 48 | | | | |
| | | | f 5 06 | 338.20 | | HANNON | | N 21 | | | | | |
| | | | s 5 22 | 343.34 | TP | LIBERAL | | N 26 | 20 | | | | |
| | | | | 343.46 | | S. L. S. F. CROSSING | | | | | | | |
| | | | | 350.22 | | S. L. S. F. CROSSING | | | | | | | |
| | | | f 5 55 | 350.77 | | MINDEN, MO. | | N 33 | 32 | | | | |
| | | | s 6 15 | 352.87 | LS | CORNELL JCT., KAN. | Y | N 35 | Yd. | s 4 50AM | | | |
| | | | | 357.67 | | A. T. & S. F. CROSSING | | | | | | | |
| | | | | 357.69 | | K. C. S. CROSSING | | | | | | | |
| | | | s 6 30 | 358.14 | LS | PITTSBURG | | N 41 | 31 | s 4 00 | | | |
| | | | | 358.50 | | S. L. S. F. CROSSING | | | | | | | |
| | | | | 358.88 | | S. L. S. F. CROSSING | | | | | | | |
| | | | f 6 50 | 361.82 | P | CHICOPEE | | | | f 3 10 | | | |
| | | | f 6 55 | 363.35 | | FLEMING | | N 46 | 40 | f 3 05 | | | |
| | | | | 365.68 | | S. L. S. F. CROSSING | | | | | | | |
| | | | f 7 00 | 365.88 | | CHEROKEE | | N 48 | 17 | f 2 56 | | | |
| | | | | 366.81 | | S. L. S. F. CROSSING | | | | | | | |
| | | | | 371.34 | | N. E. O. CROSSING | | | | | | | |
| | | | s 8 00 | 371.36 | LS | CARONA | | N 55 | 38 | s 2 40 | | | |
| | | | | 374.08 | | COKEDALE—M.K.T. CROSSING | | | | | | | |
| | | | s 8 35 | 379.66 | | SHERWIN | | N 62 | 35 | s 2 23 | | | |
| | | | | 379.66 | | S. L. S. F. CROSSING | | | | | | | |
| | | | f 8 55 | 386.14 | | FAULKNER | | N 68 | 33 | f 2 07 | | | |
| | | | s 9 20 | 392.82 | LS | CHETOPA | | N 75 | 26 | s 1 50 | | | |
| | | | | 393.29 | | M. K. T. CROSSING | | | | | | | |
| | | | f 9 40 | 400.01 | | BARTLETT | | N 83 | 19 | f 1 30 | | | |
| | | | s 10 00 | 408.14 | TP | EDNA | | N 91 | | f 1 10 | | | |
| | | | f 10 20 | 413.23 | | VALEDA | | N 96 | 19 | f 12 55 | | | |
| | | | | 423.02 | | A. T. & S. F. CROSSING | | | | | | | |
| | | | | 423.03 | | M. K. T. CROSSING | | | | | | | |
| | | | 10 45AM | 423.33 | LS | COFFEYVILLE | DWY | 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. 52 OCTOBER 2, 1955 | TRAINS SOUTHWARD | | | | | | | | | |
|-----------------|--|--|------------------|-----|--|-------------------------|-------------------------|---------------------------|-------------------------|----------------------------|-------------------------|-----------------------|
| | | | FIRST CLASS | | | SECOND CLASS | | | | | | |
| | | | 221 Passenger | | | 299 Local Freight | 795 Local Freight | 79 Red Ball Freight | 793 Local Freight | 269 Red Ball Freight | 291 Local Freight | |
| STATIONS | | | Daily | | | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily Ex. Monday | Daily | Daily Ex. Saturday | |
| | | ST. LOUIS | | | | | | 7 00PM | | | | |
| | | KANSAS CITY | 11 45PM | | | | | | | 8 30AM | 6 30PM | |
| 240 | 249.27 | CS. PLEASANT HILL @WY 0.63 | 1 20AM | | | | | 5 00AM | | 9 30AM | 7 30PM | |
| | | C. R. I. & P. CROSSING | | | | | | | | | | |
| P 2 | 250.38 | P. GOWDY 1.19 | 1 23 | | | | | 5 04 | | 9 33 | 7 35 | |
| P 5 | 263.74 | P. ORE 3.36 | 1 29 | | | | | 5 09 | | 9 38 | 7 40 | |
| | | M.K.T. CROSSING 4.93 | | | | | | | | | | |
| P 10 | 258.82 | LS. HARRISONVILLE 0.16 | 1 41 | | | | | 5 16 | | 9 48 | 7 47 | |
| | | 0.41 | | | | | | | | | | |
| | 259.24 | S. L. S. F. CROSSING 0.14 | | | | | | | | | | |
| | 259.38 | S. L. S. F. CROSSING 6.19 | | | | | | | | | | |
| P 17 | 265.47 | P. LONE TREE 6.29 | 1 50 | | | | | 5 25 | | 10 03 | 7 57 | |
| P 23 | 271.76 | LS. ARCHIE 5.85 | 1 58 | | | | | 5 35 | | 10 11 | 8 05 | |
| P 29 | 277.01 | LS. ADRIAN 5.10 | 2 08 | | | | | 5 45 | | 10 19 | 8 13 | |
| P 34 | 282.86 | P. PASSAIC 4.32 | 2 15 | | | | | 5 53 | | 10 26 | 8 20 | |
| | | 0.32 | | | | | | | | | | |
| P 38 | 287.12 | LS. BUTLER 9.78 | 2 20 | 290 | | | | 6 06 | 18 | 10 32 | 8 32 | 280 |
| P 48 | 290.00 | P. OVID 2.09 | 2 35 | | | | | 6 20 | | 10 45 | 8 45 | |
| P 50 | 298.98 | Note 1 CS. RICH HILL -1.71 | 2 45 | | | | | 6 25 | | 10 48 | 8 49 | |
| | | P. RICH HILL JCT. 1.77 | 2 48 | | | | | 7 15AM | 7 30AM | 10 51 | 8 52 | |
| P 54 | 302.47 | P. PANAMA 4.95 | 2 51 | | | | | | 7 35 | 10 54 | 8 55 | |
| P 58 | 307.42 | P. HORTON 6.36 | 2 58 | | | | | | 7 45 | 11 01 | 9 01 | |
| P 65 | 313.78 | P. WALKER 3.32 | 3 07 | | | | | | 8 00 | 11 10 | 9 09 | |
| | 317.10 | CS. NA TOWER M.K.T. Cross 0.39 | | | | | | | | | | |
| P 69 | 317.49 | P. NEVADA DWY 1.88 | 3 35 | | | | 12 01AM | 4 00AM | | 8 15AM | 11 59AM | 9 45PM |
| P 71 | 319.37 | P. NASSAU JCT. 4.72 | 3 39 | | | | 12 10 | 4 10AM | | | 12 40PM | |
| P 75 | 324.09 | IP. MILO 6.78 | 3 45 | | | | 12 17 | | | | 12 47 | |
| P 82 | 330.87 | LS. SHELDON 4.84 | 3 56 | | | | 12 28 | | | | 12 56 | |
| P 86 | 335.71 | P. IRWIN 6.55 | 4 03 | | | | 12 35 | | | | 1 03 | |
| P 93 | 342.26 | IP. LAMAR 0.74 | 4 15 | | | | 12 45 | | | | 1 11 | |
| | 343.06 | CS. MPTOWERS L. S. F. Cross 4.83 | | | | | | | | | | |
| P 99 | 347.83 | P. BOSTON 5.70 | 4 21 | | | | 12 54 | | | | 1 20 | |
| P105 | 353.53 | LS. JASPER 4.81 | 4 33 | | | | 1 01 | | | | 1 45 | 232 |
| P109 | 358.34 | P. CARYTOWN 6.69 | 4 39 | | | | 1 08 | | | | 1 53 | |
| | 364.03 | WR JCT. | 4 45AM | | | | 1 20AM | | | | 2 03PM | |
| | | 114.76 | Daily | | | | Daily Ex. Sunday | 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.

PLEASANT HILL SUBDIV.—WR JCT. TO PLEASANT HILL

| Rating Capacity to Date | Miles from St. Louis (via Pleasant Hill) | TIMETABLE No. 52 OCTOBER 2, 1955 | | TRAINS NORTHWARD | | | | | | | |
|----------------------------|--|--|-----------------------|------------------|--|-----------------------|--------------------|-------------------------|---------------------------|----------------------------|-------------------------|
| | | | | FIRST CLASS | | | | SECOND CLASS | | | |
| | | | | 232 Passenger | | | | 290 Local Freight | 78 Red Ball Freight | 260 Red Ball Freight | 298 Local Freight |
| STATIONS | | Daily | | | | Daily Ex. Saturday | Daily | Daily | Daily Ex. Sunday | | |
| | | ST. LOUIS | | | | | | | | | |
| | | KANSAS CITY | 6 15PM | | | 5 00AM | | 1 10AM | | | |
| Yd. | 249.27 | CS. PLEASANT HILL @WY | s 4 35PM | | | 4 00AM | 8 00AM | 9 30PM | | | |
| | | 0.63 C. R. I. & P. CROSSING | | | | | | | | | |
| | 249.19 | P. GOWDY | 4 27 | | | 3 52 | 7 10 | 9 25 | | | |
| 56 | 250.38 | P. ORE | 4 23 | | | 3 46 | 7 03 | 9 20 | | | |
| 85 | 253.74 | M.K.T. CROSSING | | | | | | | | | |
| | 258.67 | 4.93 HARRISONVILLE | *s 4 15 | | | 3 30 | 6 51 | 9 12 | | | |
| 50 | 258.83 | 0.16 | | | | | | | | | |
| | | 0.41 S. L. S. F. CROSSING | | | | | | | | | |
| | 259.24 | 0.14 S. L. S. F. CROSSING | | | | | | | | | |
| | 259.38 | 6.09 LONE TREE | 4 04 | | | 3 15 | 6 39 | 9 01 | | | |
| 85 | 265.47 | 6.29 ARCHE | *s 3 54 | | | 3 00 | 6 29 | 8 53 | | | |
| 57 | 271.76 | 5.85 ADRIAN | *s 3 44 | | | 2 50 | 6 19 | 8 45 | | | |
| 85 | 277.61 | 5.19 PASSAIC | *f 3 33 | | | 2 40 | 6 12 | 8 38 | | | |
| | 282.80 | 4.32 | | | | | | | | | |
| 98 | 287.12 | IS. BUTLER | s 3 28 | | | 2 20 ²²¹ | 6 06 ⁷⁹ | 8 32 ²⁹¹ | | | |
| | | 9.78 | | | | | | | | | |
| 72 | 296.90 | P. OVID | 3 10 | | | 1 35 | 5 50 | 8 19 | | | |
| 85 | 298.99 | 2.09 CS. RICH HILL | s 3 05 | | | 12 56 | 5 42 | 8 16 | | | |
| | | 1.71 P. RICH HILL JCT. | Y 3 03 | | | 12 53 | 5 39AM | 8 13 | | | |
| | 300.70 | 1.77 | | | | | | | | | |
| 101 | 302.47 | P. PANAMA | 3 01 | | | 12 50 | | 8 10 | | | |
| | | 4.95 | *f 2 56 | | | 12 43 | | 8 03 | | | |
| 57 | 307.42 | P. HORTON | 2 50 | | | 12 35 | | 7 55 | | | |
| 58 | 313.78 | 6.36 WALS | 2 50 | | | | | | | | |
| | 317.10 | 3.32 CS. NATOWER M.K.T. Crsg. | | | | | | | | | |
| | | 8.39 | | | | | | | | | |
| Yd. | 317.49 | SR P. NEVADA DWY | s 2 45 | | | 12 30AM | | 7 45 | 5 30PM | | |
| | | 1.88 | | | | | | | | | |
| | 319.37 | 4 P. NASSAU JCT | Y 2 31 | | | | | 4 20 | 5 15 | | |
| | | 4.72 | | | | | | | | | |
| | 324.09 | TP. MILO | *f 2 26 | | | | | 4 10 | 5 05 | | |
| | | 6.78 | | | | | | | | | |
| 85 | 330.87 | LS. SHELDON | s 2 17 | | | | | 4 00 | 4 55 | | |
| | | 4.84 | | | | | | | | | |
| | 335.71 | P. IRWIN | f 2 10 | | | | | 3 52 | 4 40 | | |
| | | 0.55 | | | | | | | | | |
| 85 | 342.26 | TP. LAMAR | s 2 01 | | | | | 3 43 | 4 25 | | |
| | | 0.74 | | | | | | | | | |
| | 343.00 | CS. MPTOWERS L. S. F. Crsg | Y | | | | | | | | |
| | | 4.83 | | | | | | | | | |
| | 347.83 | P. BOSTON | *f 1 51 | | | | | 3 35 | 3 50 | | |
| | | 5.70 | | | | | | | | | |
| 85 | 353.58 | LS. JASPER | s 1 45 ²⁶⁹ | | | | | 3 28 | 3 40 | | |
| | | 4.81 | | | | | | | | | |
| | 358.34 | P. CARYTOWN | 1 38 | | | | | 3 20 | 3 30 | | |
| | | 5.69 | | | | | | | | | |
| | 364.03 | WR JCT | 1 31PM | | | | | 3 10PM | 3 21PM | | |
| | | 114.76 | Daily | | | Daily Ex. Saturday | Daily | 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

| Station Numbers | Miles from St. Louis (via Dist.) | TIMETABLE No. 52 OCTOBER 2, 1955 | | TRAINS SOUTHWARD | | | | | |
|-----------------|----------------------------------|--|-----------------------|------------------|--|--|-------------------------|-------------------------|----------------------------|
| | | | | FIRST CLASS | | | SECOND CLASS | | |
| | | | | 221 Passenger | | | 295 Local Freight | 297 Local Freight | 269 Red Ball Freight |
| | | STATIONS | Daily | | | | Daily Ex. Sunday | Mon., Wed., Fri. | Daily |
| | 527.79 | WR JCT. | 4 45AM | | | | | | 2 03PM |
| P 115 | 527.68 | IS.....CARTHAGE...DW Y | s 5 15 | | | | 1 20AM | | 2 04 |
| | 528.87 | S. L. S. F. CROSSING | | | | | | | |
| WR270 | 528.00 | P.....AA SIDING | 5 18 | | | | 1 30 | | 2 15 ²⁶⁰ |
| WR261 | 517.65 | P.....MELUGIN | 5 28 | | | | 1 43 | | 2 29 |
| WR256 | 513.16 | P.....LA RUSSELL | *f 5 33 | | | | | | |
| WR250 | 506.86 | LS.....STOTTS CITY | *f 5 41 | | | | 2 00 | | 2 44 |
| WR242 | 499.08 | TP.....HOBERG | s 5 51 | | | | 2 12 | | 2 55 |
| WR236 | 493.14 | P.....OPAL | 5 59 | | | | 2 22 | | 3 03 |
| | 489.60 | S. L. S. F. CROSSING | | | | | | | |
| WR232 | 488.23 | IS.....AURORA | s 6 35 | | | | 2 32 | | 3 13 |
| WR221 | 478.50 | P.....CRANEY ARD | D 6 48 | | | | 3 00AM | 4 30AM | 3 30 |
| WR221 | 477.83 | CS.....CRANE | Ys 7 00 | | | | | f 4 40 | 3 35 |
| WR217 | 473.90 | P.....ELSEY | *f 7 07 | | | | | f 4 46 | 3 45 |
| WR211 | 468.08 | IS.....GALENA | s 7 17 | | | | | f 5 00 | 3 55 |
| WR204 | 460.75 | LS.....REEDS SPRING | s 7 30 | | | | | f 5 15 | 4 10 |
| WR194 | 450.94 | P.....GGSIDING | 7 43 | | | | | 5 30 | 4 25 |
| WR191 | 447.34 | LS.....BRANSON | s 7 58 | | | | | f 6 00 | 4 31 |
| WR189 | 445.75 | LS.....HOLLISER | s 8 05 | | | | | f 6 30 | 4 34 |
| WR186 | 442.31 | P.....MELVA, MO. | 8 12 | | | | | 6 38 | 4 41 |
| WR176 | 432.70 | LS.....CRICKET, ARK. | s 8 27 | | | | | f 6 55 | 4 56 |
| WR166 | 423.16 | P.....MYRTLE | a 8 42 | | | | | 7 10 | 5 15 |
| WR159 | 416.54 | IS.....BERGMAN | s 8 54 ²⁶⁰ | | | | | f 7 35 | 5 30 |
| WR152 | 408.59 | P.....ZINC | f 9 04 | | | | | f 7 46 | 5 42 |
| WR146 | 403.01 | LS.....PYATT | s 9 14 | | | | | f 8 00 | 5 51 |
| WR141 | 397.97 | P.....COMAL | 9 29 ²³² | | | | | 8 15 ²⁶⁰ | 5 59 |
| WR136 | 392.37 | LS.....YELLVILLE | s 9 39 | | | | | f 8 30 | 6 08 |
| WR130 | 386.52 | LS.....FLIPPIN | s 9 49 | | | | | f 8 45 | 6 17 |
| WR125 | 381.59 | LS.....COTTER | DW s 9 58AM | | | | | 9 00AM ²³² | 6 25PM |
| | 148.20 | | Daily | | | | Daily Ex. Sunday | Mon., Wed., Fri. | Daily |

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

| TRAINS SOUTHWARD | | | | Miles from St. Louis (via Pleasant Hill) | TIMETABLE No. 52 OCTOBER 2, 1955 | | | | Station Numbers | Siding Capacity in Car | TRAINS NORTHWARD | | | |
|------------------|--|--|---------------------------|--|--|----------------------|---------|--|-----------------|------------------------|----------------------|--|---------------------------|-------------------------|
| SECOND CLASS | | | | | STATIONS | | | | | | SECOND CLASS | | | |
| | | | 79 Red Ball Freight | | | | | | | | | | 78 Red Ball Freight | 792 Local Freight |
| | | | Daily | | | | | | | Daily | Daily Ex. Monday | | | |
| | | | 6 25AM | | CS..... | RICH HILL | | | | 5 42AM | | | | |
| | | | 7 15AM ⁷⁹² | 300.70 | P..... | RICH HILL JCT. | Y P 50 | | | 5 39AM | 7 15AM ⁷⁹ | | | |
| | | | 7 30 | 307.90 | | METZ | H 9 31 | | | 5 28 | f 7 03 | | | |
| | | | 7 45 | 316.66 | | RICHARDS, MO. | H 18 75 | | | 5 15 | f 6 50 | | | |
| | | | | 318.74 | | K. C. S. CROSSING | | | | | | | | |
| | | | | 324.96 | | S. L. S. F. CROSSING | | | | | | | | |
| | | | | 325.58 | | M K T. CROSSING | | | | | | | | |
| | | | 8 15AM | 326.27 | LS..... | FT. SCOTT, KAN. | H 27 35 | | | 5 00AM | 6 35AM | | | |
| | | | Daily | | | | | | | Daily | Daily Ex. Monday | | | |
| | | | | | | | | | | | | | | |

CARTHAGE SUBDIV.—COTTER TO WR JCT.

7

| Billing Capacity in Cars | Miles from St. Louis (via Dibs) | TIMETABLE No. 52 OCTOBER 2, 1955 | | TRAINS NORTHWARD | | | | | | | |
|--------------------------|---------------------------------|---|--------------------|-------------------------|--------------------|--------------------------------|-----------------------------|-----------------------------|--|--|--|
| | | | | FIRST CLASS | | SECOND CLASS | | | | | |
| | | | | 232 Passenger | | 260 Red Ball Freight | 296 Local Freight | 294 Local Freight | | | |
| | | STATIONS | Daily | | Daily | Tue., Thur., Sat. | Daily Ex. Saturday | | | | |
| | 527.79 | WR JCT..... | 1 31PM | | 3 10PM | | | | | | |
| | 527.68 | LS..... CARTHAGE DWY | s 1 30 | | 2 30 | | 11 00PM | | | | |
| | 526.87 | S. L. S. F. CROSSING..... | | | | | | | | | |
| 108 | 526.00 | P..... AA SIDING | 1 18 | | 2 15 289 | | 10 30 | | | | |
| 55 | 517.65 | P..... MELUGIN | 1 07 | | 1 45 | | 10 10 | | | | |
| | 513.10 | P..... LA RUSSELL | f 1 01 | | | | | | | | |
| 100 | 506.80 | LS..... STOTT'S CITY | f 12 52 | | 1 20 | | 9 45 | | | | |
| | 499.08 | TP..... HOBERG | s 12 41 | | 1 00 | | 9 30 | | | | |
| 56 | 493.14 | P..... OPAL | 12 32 | | 12 50 | | 9 15 | | | | |
| | 489.60 | S. L. S. F. Crossing..... | | | | | | | | | |
| 60 | 488.23 | L..... AURORA | s 12 01PM | | 12 40PM | | 9 00 | | | | |
| Yd. | 478.50 | P..... CRANE YARD D | 11 48AM 260 | | 11 48AM 232 | 2 00PM | 8 00PM | | | | |
| 50 | 477.83 | CS..... CRANE Y | s 11 46 | | 11 10 | f 1 55 | | | | | |
| | 473.90 | P..... ELSEY | 11 38 | | 10 55 | f 1 45 | | | | | |
| 45 | 468.08 | LS..... GALENA | s 11 30 | | 10 45 | f 1 35 | | | | | |
| 45 | 469.78 | LS..... REEDS SPRING | s 11 18 | | 10 33 | f 1 15 | | | | | |
| 50 | 450.94 | P..... GG SIDING | 11 03 | | 10 18 | 12 59 | | | | | |
| 56 | 447.34 | LS..... BRANSON | s 10 57 | | 10 10 | f 12 50 | | | | | |
| 27 | 445.75 | LS..... HOLLISTER | s 10 47 | | 10 05 | f 12 40 | | | | | |
| 65 | 442.31 | P..... MELVA, MO. | 10 39 | | 9 49 | 12 20 | | | | | |
| 50 | 432.70 | LS..... CRICKET, ARK. | s 10 25 | | 9 29 | f 12 01PM | | | | | |
| 59 | 423.18 | P..... MYRTLE | a 10 08 | | 9 09 | 11 40AM | | | | | |
| 65 | 415.54 | LS..... BERGMAN | s 9 58 | | 8 54 221 | f 11 25 | | | | | |
| 50 | 408.59 | P..... ZINC | f 9 47 | | 8 32 | f 11 10 | | | | | |
| 51 | 403.01 | LS..... PYATT | s 9 39 | | 8 23 | f 10 55 | | | | | |
| 51 | 397.97 | P..... COMAL | 9 29 221 | | 8 15 297 | 10 45 | | | | | |
| 57 | 392.37 | LS..... YELLVILLE | s 9 20 | | 8 05 | f 10 35 | | | | | |
| 49 | 386.52 | LS..... FLIPPIN | s 9 10 | | 7 55 | f 10 25 | | | | | |
| Yd. | 381.59 | LS..... COTTER DW | 9 00AM 297 | | 7 45AM | s 10 15AM | | | | | |
| | 146.20 | | Daily | | Daily | Tue., Thur., Sat. | Daily Ex. Saturday | | | | |

JOPLIN SUBDIV.—BETWEEN WR JCT. AND JOPLIN

| TRAINS SOUTHWARD SECOND CLASS 299 Local Freight | Miles from St. Louis (via Pleasant Hill) | TIMETABLE No. 52 OCTOBER 2, 1955 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD SECOND CLASS 298 Local Freight | | | | |
|---|--|---|-----------------------------------|-----------------|-------------------------|---|-----------------|------------|-------|------------|
| | | | | | | | Daily | Ex. Sunday | Daily | Ex. Sunday |
| | | | | | | | STATIONS | | | |
| | 1 20AM | 384.03 | WR JCT..... | | | 3 21PM | | | | |
| | 2 00 | 384.14 | 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 | | | | |
| | 5 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.

| Miles from St. Louis (via Pleasant Hill) | TIMETABLE No. 52 OCTOBER 2, 1955 | | Station Numbers | Siding Capacity in Cars | TRAINS NORTHWARD SECOND CLASS 792 Local Freight | | |
|--|---|-------------------------------------|-----------------|-------------------------|---|-----------------|------------|
| | | | | | | Daily | Ex. Monday |
| | | | | | | STATIONS | |
| | | | | | | | |
| | | LS..... FT. SCOTT | H 27 | 35 | 6 15AM | | |
| | | JDJCT..... | | | 6 10AM | | |
| | 326.43 | S. L. S. F. CROSSING..... | | | | | |
| | 331.40 | ARMA..... | TC23 | 49 | f 5 10 | | |
| | 349.00 | M. C. COAL CO. CRSG..... | | | | | |
| | 352.94 | K. C. S. CROSSING..... | | | | | |
| | 353.69 | CORNELL JCT..... Y | N 35 | Yd. | 4 50AM | | |
| | 355.96 | LS..... CORNELL JCT. Y | | | Daily Ex. Monday | | |
| | | 29.53 | | | | | |

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

COTTER SUBDIV.—COTTER TO DIAZ

| Station Numbers | Miles from St. Louis (via Diaz) | TIMETABLE No. 52 OCTOBER 2, 1955 | | TRAINS SOUTHWARD | | | | | | | | |
|-----------------|---------------------------------|--|--------------|------------------|----------|------------------|----------------------|----------------------|-------------------------|---------|--|--|
| | | | | FIRST CLASS | | | SECOND CLASS | | | | | |
| | | | | 221 Passenger | | | 293 Local Freight | 297 Local Freight | 269 Red Ball Freight | | | |
| | | STATIONS | Daily | | | Daily Ex. Sunday | Mon., Wed., Fri. | Daily | | | | |
| WR125 | 381.59 | LS | COTTER | DW | 10 10AM | | | | 10 30AM | 6 40PM | | |
| WR113 | 369.76 | P | BUFFALO | s | 10 24 | | | | f 10 50 | 7 00 | | |
| WR106 | 365.62 | P | CARTNEY | f | 10 30 | | | | f 11 05 | 7 08 | | |
| WR102 | 357.43 | LS | NORFORK | s | 10 40 | | | | f 11 20 | 7 23 | | |
| WR 96 | 352.29 | P | HERRON | | 10 48 | | | | 11 35 | 7 33 | | |
| WR 91 | 347.40 | P | BERRY | | 10 54 | | | | f 11 50AM | 7 43 | | |
| WR 85 | 341.44 | LS | CALICO ROCK | s | 11 02 | | | | s 12 01PM | 7 52 | | |
| WR 83 | 339.52 | P | DD-CRESWELL | *f | 11 10 | | | | f 12 25 | 7 57 | | |
| WR 77 | 333.90 | P | BOSWELL | *f | 11 17 | | | | f 12 35 | 8 09 | | |
| WR 73 | 329.67 | P | MOUNT OLIVE | *f | 11 23 | | | | f 12 45 | 8 15 | | |
| WR 68 | 325.00 | LS | SYLAMORE | s | 11 31 | | | | f 1 30 | 8 22 | | |
| WR 61 | 318.22 | P | HANDFORD | | 11 40 | | | | 1 45 | 8 33 | | |
| WR 56 | 312.42 | LS | GUION | s | 11 50AM | | | 9 00AM | f 2 15 | 8 43 | | |
| WR 48 | 304.93 | P | BILTMORE | | 12 01PM | | | 9 30 | 2 30 | 8 56 | | |
| WR 42 | 298.98 | P | O'NEAL | f | 12 09 | | | 9 45 | f 2 40 | 9 05 | | |
| WR 36 | 293.06 | P | EARNHARTS | | 12 17 | | | 10 00 | f 2 50 | 9 15 | | |
| WR 31 | 288.16 | P | CUSEMAN JCT. | | 12 23 | | | 10 15 | 3 00 | 9 25 | | |
| WR 29 | 286.48 | LS | BATESVILLE | DY | s 12 40 | | | 11 15 | s 3 15PM | 9 31 | | |
| WR 28 | 285.10 | P | KD SIDING | | 12 45 | | | 11 20 | | 9 36 | | |
| WR 24 | 280.60 | P | MOOREFIELD | *f | 12 51 | | | 11 30 | | 9 45 | | |
| WR 20 | 276.38 | P | SULPHUR ROCK | *s | 12 57 | | | 11 40 | | 9 53 | | |
| WR 14 | 270.39 | LS | NEWARK | s | 1 05 | | | 11 59AM | | 10 03 | | |
| WR 9 | 265.58 | P | PAROQUET | f | 1 10 | | | 12 10PM | | 10 13 | | |
| | 264.43 | | DRAW BRIDGE | (Black River) | | | | | | | | |
| WR 12 | 259.58 | P | ZZ SIDING | | 1 19 | | | 12 30 | | 10 23 | | |
| X 259 | 258.80 | P | DIAZ | *Y | f 1 20PM | | | 12 35PM | | 10 28PM | | |
| | | CS | NEWPORT | DTW | 1 25PM | | | 1 00PM | | 11 30PM | | |
| | 122.79 | | | | Daily | | | Daily Ex. Sunday | Mon., Wed., Fri. | Daily | | |

CUSHMAN SUBDIV.—BETWEEN CUSHMAN AND CUSHMAN JCT.

| Station Numbers | Miles from St. Louis (via Diaz) | TIMETABLE No. 52 OCTOBER 2, 1955 | | Station Numbers | Siding Capacity in Cars | | |
|-----------------|---------------------------------|--|--------------|-----------------|-------------------------|----------|--|
| | | | | | | STATIONS | |
| | | | | | | | |
| | | | | | | | |
| | 297.63 | P | CUSHMAN | PE 9 | | | |
| | 290.55 | P | LIMEDALE | PE 2 | | | |
| | 288.16 | P | CUSEMAN JCT. | WR31 | | | |
| | | | BATESVILLE | | | | |
| | 9.47 | | | | | | |

SPRINGFIELD SUBDIV.—BETWEEN SPRINGFIELD AND CRANE

| TRAINS SOUTHWARD | Miles from St. Louis (via Diaz) | TIMETABLE No. 52 OCTOBER 2, 1955 | | | | TRAINS NORTHWARD |
|------------------|---------------------------------|--|-------------|-------------------------|-----|------------------|
| | | SECOND CLASS | | SECOND CLASS | | |
| | | 761 Red Ball Freight | | 760 Red Ball Freight | | |
| Daily | | STATIONS | | Daily | | |
| 5 30AM | 477.83 | CS | CRANE | YWR221 | Yd. | s 8 45AM |
| 5 45 | 483.95 | P | HURLEY | PD 7 | | f 8 30 |
| 6 02 | 492.82 | TP | CLEVER | PD 16 | | s 8 10 |
| 6 22 | 502.77 | P | BATTLEFIELD | PD 26 | | f 7 50 |
| 6 50AM | 511.18 | LS | SPRINGFIELD | DT PD 34 | Yd. | 7 30AM |
| Daily | | | 33.35 | | | Daily |

COTTER SUBDIV. — DIAZ TO COTTER

| Siding Capacity in Cars | Miles from St. Louis (via Diaz) | TIMETABLE No. 52 OCTOBER 2, 1955 | | TRAINS NORTHWARD | | | | | | | | | |
|----------------------------|---------------------------------------|--|--------|------------------|----------------------|---------------------|----------------------------|-------------------------|-------------------------|----------------------|---------------------|--|--|
| | | | | FIRST CLASS | | | SECOND CLASS | | | | | | |
| | | | | 232 Passenger | | | 260 Bed Ball Freight | 296 Local Freight | 292 Local Freight | | | | |
| STATIONS | Daily | | | Daily | Tue., Thur., Sat. | Daily Ex. Sunday | | | | | | | |
| Yd. | 381.89 | LS | COTTER | DW | s | 8 46AM | | | 7 20AM | 9 30AM | | | |
| | 48 | 369.76 | P | BUFFALO | s | 8 33 | | | 7 02 | 9 10 | | | |
| | 53 | 365.62 | P | CARTNEY | f | 8 27 | | | 6 55 | f 9 00 | | | |
| | 56 | 357.42 | LS | NORFOLK | s | 8 17 | | | 6 41 | f 8 45 | | | |
| | 57 | 352.24 | P | HERRON | | 8 09 | | | 6 33 | 8 30 | | | |
| | 56 | 347.40 | P | BERRY | | 8 03 | 296 | | 6 25 | f 8 03 | 232 | | |
| | | 341.44 | LS | CALICO ROCK | s | 7 55 | | | 6 16 | s 7 42 | | | |
| | 56 | 339.52 | P | DD-CRESWELL | f | 7 49 | | | 6 12 | f 7 30 | | | |
| | | 333.90 | P | BOSWELL | f | 7 42 | | | 6 03 | f 7 20 | | | |
| | 63 | 329.67 | P | MOUNT OLIVE | f | 7 36 | | | 5 55 | f 7 09 | | | |
| | 56 | 325.00 | LS | SYLAMORE | s | 7 30 | | | 5 47 | f 7 00 | | | |
| | 56 | 318.22 | P | HANDFORD | | 7 20 | | | 5 36 | 6 45 | | | |
| | 51 | 312.42 | LS | GUION | s | 7 12 | | | 5 27 | f 6 30 | 8 00AM | | |
| | 56 | 304.93 | P | BILTMORE | | 7 00 | | | 5 15 | 6 05 | 7 40 | | |
| | 57 | 298.98 | P | O'NEAL | f | 6 53 | | | 5 06 | f 5 55 | 7 30 | | |
| | 56 | 293.06 | P | EARNHARTS | | 6 46 | | | 4 57 | f 5 45 | 7 20 | | |
| | | 288.18 | P | CUSHMAN JCT. | | 6 40 | | | 4 50 | 5 35 | 7 10 | | |
| | | 286.43 | LS | BATESVILLE | DY | s | 6 35 | | 4 45 | 5 30AM | 7 05 | | |
| | 50 | 285.10 | P | KD SIDING | | 6 11 | | | 4 29 | | 7 00 | | |
| | 54 | 280.68 | P | MOOREFIELD | f | 6 05 | | | 4 22 | | 6 52 | | |
| | | 276.38 | P | SULPHUR ROCK | s | 5 58 | | | 4 15 | | 6 45 | | |
| | 66 | 270.89 | LS | NEWARK | s | 5 47 | | | 4 07 | | 6 30 | | |
| | 93 | 265.58 | P | PAROQUET | f | 5 42 | | | 4 00 | | 6 22 | | |
| | | 264.43 | | DRAW BRIDGE | Black River | | | | | | | | |
| | 22 | 259.58 | P | ZZ SIDING | | 5 34 | | | 3 52 | | 6 12 | | |
| | | 258.80 | P | DIAZ | *Y | f | 5 33AM | | 3 50AM | | 6 10AM | | |
| | | | CS | NEWPORT | DTW | s | 5 30AM | | 3 45AM | | 6 00AM | | |
| | | 122.79 | | | | Daily | | | Daily | Tue., Thur., Sat. | Daily Ex. Sunday | | |

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

Rich Hill Subdiv.: No. 79 is superior to No. 792.
Springfield Subdiv.: No. 761 is superior to No. 760.

2. MAXIMUM SPEED:

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

2-A. MAXIMUM TRAIN SPEED: (Where maximum Engine speed is LOWER, it will govern).

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

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

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

CONSIST "B".....Diesel engines with all passenger cars of any type.

| 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 |
| Pittsburg Subdiv..... | 30 | 40 |

Carthage Subdiv.:

| | | |
|--------------------------------|----|----|
| Between WR Jct. and Crane..... | 45 | 59 |
| Between Crane and Cotter..... | 40 | 50 |

Cotter Subdiv.:

| | | |
|------------------------------|----|----|
| Between Cotter and Diaz..... | 45 | 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.

MO. PAC. DIESEL ENGINES

| Diesel | MPH |
|-------------------|-----|
| 201 to 208..... | 65 |
| 301 to 392..... | 65 |
| 501 to 626..... | 65 |
| 800 to 815..... | 30 |
| 4100 to 4101..... | 35 |
| 4102 to 4103..... | 75 |
| 4104 to 4371..... | 65 |
| 4501 to 4526..... | 65 |
| 706J to 7021..... | 98 |
| 7100..... | 90 |
| 8001 to 8036..... | 98 |
| 9000 to 9022..... | 35 |
| 9102 to 9191..... | 35 |
| 9200 to 9239..... | 35 |

T&P DIESEL ENGINES

| Diesel | MPH |
|-------------------|-----|
| 1100 to 1130..... | 65 |
| 1500 to 1582..... | 65 |
| 2000 to 2017..... | 85 |

MV-KO&G-OCAA DIESEL ENGINES

| | |
|-----------------|----|
| 751 to 756..... | 65 |
|-----------------|----|

Motor Cars:

| | |
|---|----|
| Passenger Motor Car No. 670, with mechanical drive..... | 70 |
|---|----|

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

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:

| | |
|--|----|
| Pleasant Hill, Rich Hill, Joplin, Carthage and Cotter... | 25 |
| Pittsburg, Cornell and Springfield..... | 20 |
| Cushman..... | 15 |

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

| | |
|--|----|
| Through No. 10 lateral turnouts and crossovers, entire train | 15 |
| Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train..... | 30 |
| Through No. 20 equilateral turnouts, entire train..... | 50 |
| In straightaway movement when moving points of No. 10 Spring Switch..... | 15 |
| In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches..... | 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" |
|---|-------------|-------------|
| Nevada: City Limits—MP 316 Pole 29 to MP 318 Pole 13..... | 25 | 25 |
| Nevada: Over Maple, Austin and Hickory Street Crossings..... | 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 Street, Joplin Street, Wall Street and Pearl Street when leading wheels pass over insulated joints near the crossing on all tracks and know that signals are functioning before move over crossing is made..... | Stop | Stop |
| Pittsburg: City Limits..... | 15 | 15 |
| Aurora: City Limits..... | 20 | 20 |
| Aurora: S. L. S. F. Crossing..... | 20 | 20 |
| Crane: City Limits, between siding switches.... | 30 | 30 |
| Branson: City Limits..... | 30 | 30 |
| Reeds Spring: Through Tunnel..... | 30 | 30 |
| Crest: Through Tunnel..... | 30 | 30 |
| Cricket: Through Tunnel..... | 30 | 30 |
| Batesville: Over Spring Street Crossing..... | 10 | 10 |
| Between Wye Switch and Passenger Station..... | 10 | 10 |
| Newark: Over Street Crossings..... | 20 | 20 |
| 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 Oliver Implement Co. and proceed only after a member of crew has protected crossing..... | Stop | Stop |

SPECIAL INSTRUCTIONS

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Continued

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.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 15 | 248 | 3 | 249 | 1 | 15 | 364 | 3 | 364 | 1 |
| 50 | 251 | 25 | 253 | 10 | 50 | 346 | 17 | 346 | 3 |
| 60 | 254 | 9 | 254 | 20 | 55 | 343 | 11 | 343 | 6 |
| 50 | 257 | 1 | 257 | 11 | 55 | 319 | 10 | 318 | 35 |
| 40 | 257 | 11 | 258 | 22 | 15 | 317 | 28 | 317 | 20 |
| 50 | 258 | 22 | 258 | 22 | 55 | 311 | 39 | 311 | 0 |
| 55 | 261 | 8 | 261 | 29 | 55 | 301 | 38 | 301 | 13 |
| 55 | 264 | 8 | 264 | 26 | 25 | 299 | 24 | 298 | 26 |
| 55 | 269 | 24 | 269 | 33 | 55 | 294 | 15 | 293 | 37 |
| 60 | 272 | 37 | 272 | 37 | 55 | 275 | 20 | 275 | 11 |
| 60 | 274 | 23 | 274 | 31 | 60 | 274 | 31 | 274 | 23 |
| 55 | 275 | 11 | 275 | 20 | 55 | 273 | 3 | 272 | 37 |
| 55 | 298 | 37 | 294 | 15 | 55 | 269 | 33 | 269 | 24 |
| 25 | 298 | 26 | 299 | 24 | 55 | 264 | 26 | 264 | 8 |
| 55 | 301 | 13 | 301 | 38 | 55 | 261 | 29 | 261 | 18 |
| 55 | 311 | 0 | 311 | 39 | 45 | 261 | 18 | 259 | 24 |
| 15 | 317 | 20 | 317 | 28 | 50 | 259 | 24 | 257 | 1 |
| 55 | 318 | 35 | 319 | 10 | 60 | 254 | 20 | 254 | 9 |
| 55 | 343 | 6 | 343 | 11 | 50 | 253 | 10 | 251 | 25 |
| 50 | 346 | 3 | 346 | 17 | 15 | 249 | 6 | 248 | 2 |
| 15 | 364 | 1 | 364 | 3 | | | | | |

Joplin Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|-----|-----|----|
| 40 | 369 | 2 | 370 | 1 | 15 | 381 | 1.5 | 381 | 8 |
| 40 | 372 | 0 | 372 | 19 | 15 | 379 | 20 | 379 | 19 |
| 40 | 373 | 18 | 374 | 5 | 40 | 372 | 5 | 373 | 18 |
| 15 | 379 | 19 | 379 | 20 | 40 | 372 | 1.9 | 372 | 0 |
| 15 | 381 | 3 | 381 | 15 | 40 | 370 | 3 | 369 | 7 |

Pittsburg Subdiv.:

| | | | | | | | | | |
|----|-----|---|-----|----|----|-----|----|-----|---|
| 15 | 392 | 9 | 392 | 30 | 15 | 392 | 30 | 392 | 9 |
|----|-----|---|-----|----|----|-----|----|-----|---|

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 | 1 | 501 | 26 | 40 | 416 | 32 | 413 | 21 |
| 35 | 500 | 3 | 500 | 27 | 40 | 416 | 30 | 421 | 8 |
| 20 | 490 | 19 | 490 | 6 | 35 | 422 | 18 | 422 | 25 |
| 55 | 489 | 29 | 489 | 2 | 40 | 423 | 20 | 423 | 30 |
| 55 | 487 | 16 | 487 | 0 | 40 | 427 | 21 | 427 | 29 |

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—Continued

| 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.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 55 | 485 | 8 | 483 | 7 | 40 | 428 | 30 | 429 | 15 |
| 40 | 483 | 7 | 481 | 18 | 30 | 429 | 15 | 429 | 19 |
| 55 | 481 | 18 | 480 | 13 | 40 | 429 | 19 | 431 | 13 |
| 50 | 480 | 13 | 480 | 0 | 30 | 431 | 13 | 432 | 15 |
| 40 | 471 | 5 | 470 | 22 | 40 | 432 | 15 | 435 | 0 |
| 30 | 467 | 25 | 467 | 15 | 30 | 435 | 0 | 435 | 27 |
| 30 | 460 | 4 | 460 | 4 | 40 | 435 | 0 | 444 | 17 |
| 40 | 459 | 20 | 459 | 20 | 40 | 446 | 17 | 446 | 13 |
| 30 | 454 | 15 | 454 | 16 | 30 | 446 | 17 | 448 | 10 |
| 35 | 454 | 15 | 454 | 10 | 40 | 450 | 5 | 450 | 13 |
| 40 | 454 | 10 | 453 | 5 | 40 | 453 | 5 | 454 | 15 |
| 40 | 450 | 13 | 450 | 2 | 35 | 454 | 10 | 454 | 15 |
| 30 | 448 | 10 | 446 | 17 | 40 | 454 | 16 | 459 | 20 |
| 40 | 448 | 13 | 446 | 0 | 30 | 459 | 4 | 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 | 13 | 50 | 480 | 0 | 480 | 13 |
| 40 | 431 | 13 | 429 | 19 | 55 | 480 | 18 | 481 | 18 |
| 30 | 429 | 19 | 429 | 15 | 40 | 481 | 18 | 483 | 7 |
| 40 | 429 | 15 | 428 | 30 | 55 | 483 | 7 | 485 | 8 |
| 40 | 429 | 15 | 428 | 30 | 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 | 413 | 21 | 412 | 32 | 45 | 511 | 11 | 511 | 24 |
| 40 | 411 | 12 | 410 | 7 | 55 | 519 | 19 | 519 | 26 |
| 40 | 404 | 30 | 401 | 32 | 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 |
| 55 | 371 | 26 | 371 | 19 | 50 | 279 | 11 | 279 | 17 |
| 50 | 364 | 3 | 364 | 0 | 40 | 283 | 12 | 285 | 10 |
| 40 | 320 | 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 | 305 | 18 | 305 | 25 |
| 45 | 308 | 22 | 308 | 17 | 45 | 308 | 17 | 308 | 22 |
| 45 | 305 | 25 | 305 | 18 | 45 | 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 | 17 | 283 | 12 | 50 | 364 | 0 | 364 | 3 |
| 50 | 285 | 17 | 279 | 11 | 55 | 371 | 19 | 371 | 26 |
| 35 | 278 | 25 | 277 | 27 | 45 | 374 | 10 | 376 | 1 |
| 35 | 264 | 15 | 264 | 12 | 40 | 380 | 27 | 381 | 3 |

Springfield Subdiv.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 10 | 510 | 18 | 510 | 20 | 10 | 477 | 29 | 477 | 15 |
| 10 | 477 | 15 | 477 | 20 | 10 | 510 | 29 | 510 | 18 |

SPECIAL INSTRUCTIONS

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles
Per
Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

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

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot $2\frac{3}{4}$ " or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels..... 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Pile Drivers..... 25

Steam Shovels..... 25

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

Bridge derrick cars (non-revolving) 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; and 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.

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

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):

Miles
Per
Hour

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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Wrecking Cranes (non-self-propelling)..... 25

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.

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 |

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A"

Scale Test Cars..... 30
Scale test cars must be banded next to caboose.

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

When there is to be banded 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 banded.

3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

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..... | FRospect 1-3500. MAin 1-1000. | | |
| HOSPITAL..... | Kansas City, Mo..... | 2800 Main..... | WEstport 0463. | | |
| ★ Dr. J. E. Castles, District Surgeon..... | Kansas City, Mo..... | (1000 Argyle Bldg., 12th and McCoe..... | Harrison 5037 & 5038..... | 5312 Paseo..... | Highland 1746 |
| ★★ Dr. A. W. Eklund..... | Pleasant Hill, Mo..... | 120 First..... | 8..... | 182 Pine..... | 181 W. |
| ★★ Dr. D. S. Long..... | Harrisonville, Mo..... | 902 South Lexington..... | 38..... | 204 South Lexington..... | 61. |
| ★★ Dr. E. E. Robison..... | Adrian, Mo..... | | 133..... | | 107. |
| ★ Dr. C. W. Luter..... | Butler, Mo..... | | 213..... | 406 North Havana..... | 535. |
| ★ Dr. D. C. Ronald..... | Butler, Mo..... | Professional Bldg..... | 213..... | Gilbert Heights..... | 797-M |
| ★★ Dr. C. J. Allen..... | Rioh Hill, Mo..... | Security Bank Bldg..... | 184..... | 500 East Olive..... | 272. |
| ★ Dr. G. M. Edmonds..... | Horton, Mo..... | Horton Hosp. and Clinic..... | | 200 East Fourteenth..... | |
| EMERGENCY STATION..... | Nevada, Mo..... | | | | |
| ★ Dr. R. B. Wray..... | Nevada, Mo..... | Moore Bldg..... | 862..... | 701 South Adams..... | 748. |
| ★ Dr. L. P. McCann..... | Nevada, Mo..... | Moore Bldg..... | 362..... | 820 West Cherry..... | 1344. |
| ★ 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..... | Lamer, Mo..... | 909 Gulf..... | 4823..... | 702 Gulf..... | 4049. |
| ★★ Dr. M. F. Whitten..... | Carthage, Mo..... | 338 Grand..... | 4680..... | 1615 Forrest..... | 4594. |
| ★★ Dr. H. E. Byrd..... | Carthage, Mo..... | First Nat'l Bank Bldg..... | 4655..... | 1327 South Main..... | 3344. |
| ★ Dr. R. M. Stormont..... | Webb City, Mo..... | 114 North Webb..... | | 28 South Webb..... | |
| ★★ 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..... | 6009. |
| ★ Dr. V. E. Jeans..... | Joplin, Mo..... | Joplin National Bank Bldg..... | 580..... | 629 Islington..... | 6319. |
| ★ Dr. N. S. Butterworth..... | Joplin, Mo..... | 506 Frisco Bldg..... | 6334..... | 910 Kensington Road..... | 757 |
| EMERGENCY STATION..... | Coffeyville, Kan..... | | | | |
| ★ Dr. J. F. Coyle, Division Surgeon..... | Coffeyville, Kan..... | 205 West Seventh..... | 273..... | 602 Elm..... | 664. |
| ★ Dr. H. C. Martin..... | Coffeyville, Kan..... | 702 Maple..... | 2038..... | 601 Overlook..... | 2143. |
| ★ Dr. A. E. Martin..... | Coffeyville, Kan..... | 702 Maple..... | 686 and 3700..... | 608 Highland Road..... | 2775. |
| ★ Dr. R. A. Dobrats..... | Chelopa, Kan..... | 503 Maple..... | 19..... | 327 Peann..... | 181. |
| ★ Dr. C. H. Smith, Resident Surgeon..... | Pittsburg, Kan..... | Smith Clinic..... | 92..... | 814 South Catalpa..... | 52. |
| ★ Dr. J. H. Bona..... | Pittsburg, Kan..... | Smith Clinic..... | 4290..... | 307 West Adams..... | 1488 |
| ★★ Dr. J. D. Pettet..... | Pittsburg, Kan..... | 438 West Fourth..... | 900..... | 438 West Fourth..... | 900. |
| ★★ Dr. G. J. Gish..... | Minden Mine, Mo..... | | 5212..... | | 17. |
| ★★ Dr. A. G. Eddlemon..... | Liberal, Mo..... | | 79-3..... | | 70-2. |
| EMERGENCY STATION..... | Fort Scott, Kan..... | Meroy Hospital, 816 Burke..... | 208..... | | |
| ★ Dr. R. R. Nevitt..... | Fort Scott, Kan..... | 209 South Main..... | 1577..... | 612 Lakin Drive..... | 2320 |
| ★ Dr. W. T. Wilkening, Resident Surgeon..... | Fort Scott, Kan..... | 11 1/2 East First..... | 1930..... | 612 South Judson..... | 2030. |
| ★★ Dr. R. W. Lance..... | Arma, Kan..... | Arma Clinic..... | 3681..... | 215 West Main..... | 3601. |
| ★★ Dr. D. G. Hall..... | Springfield, Mo..... | 500 Holland Bldg..... | 2-0522..... | 1034 South 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..... | 636..... | 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. W. C. Mgness..... | Branson, Mo..... | Commercial Street..... | | 119 West Third..... | |
| ★★ Dr. J. Q. Gladden..... | Harrison, Ark..... | 112 East Rush..... | 152..... | 514 South Pine..... | 59 |
| ★ Dr. L. M. Weast..... | Yellville, Ark..... | Yellville Drug Co..... | 2471..... | | 2391. |
| ★ Dr. H. A. Warner..... | Cassville, Ark..... | Baxter Community Hospital..... | 23 Cotter..... | Cotter..... | 149 |
| ★★ Dr. B. N. Saltzman..... | Mountain Home, Ark..... | 114 West Sixth..... | 11 Mountain Home..... | 114 West Sixth..... | 220. |
| ★★ Dr. N. J. Copp..... | Calico Rock, Ark..... | Over Bank Bldg..... | 63..... | | 27. |
| ★★ Dr. W. J. Kets..... | Batesville, Ark..... | 357 West Main..... | 262..... | 1088 East College..... | 208. |
| ★ Dr. O. L. Bone..... | Newark, Ark..... | Magness Bldg..... | 75..... | | 30. |
| ★ Dr. H. O. Walker, Resident Surgeon..... | Newport, Ark..... | 312 1/2 East First..... | 88..... | 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.