

DIVISION OFFICERS

V. C. HALPINSuperintendent.....Coffeyville, Kan.
R. B. BUTLER.....Trainmaster, Coffeyville,
Madison, Conway
Springs, Arkansas City
and Roper Subdiv.....Coffeyville, Kan.
W. H. BAILEY.....Trainmaster, Wagoner, Van
Buren, Greenwood, Paris,
and Clarksville Subdiv...Van Buren, Ark.
G. F. FLEMING.....TrainmasterCoffeyville, Kan.
F. L. HAYS.....TrainmasterCoffeyville, Kan.
H. H. BRUNS.....Dispatcher.....Coffeyville, Kan.
W. J. CLOVER.....Dispatcher.....Coffeyville, Kan.
L. W. DELAPLAINE,Dispatcher.....Coffeyville, Kan.
C. H. FRANKENBERGER
.....Dispatcher.....Coffeyville, Kan.
F. M. GONDER.....Dispatcher.....Coffeyville, Kan.
H. A. HOPKINS...Dispatcher.....Coffeyville, Kan.
O. C. WALWORTH..Dispatcher.....Coffeyville, Kan.
C. C. WESTMORELAND,Dispatcher.....Coffeyville, Kan.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

SOUTHERN KANSAS AND CENTRAL DIVISIONS

TIME-TABLE No. 17

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

CENTRAL STANDARD TIME

Superseding Time-Table No. 16, dated February 2, 1941,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED MARCH 1, 1941

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

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

R. C. WHITE, Assistant General Manager.

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

J. DAVIS, General Superintendent.

ATTENTION TRAIN AND ENGINE CREWS

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

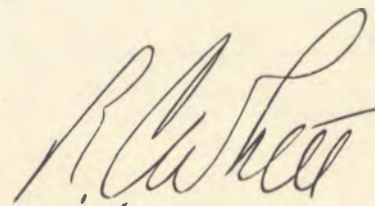
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.



ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Osawatomie.....	Cent. Kan.....16	Sou. Kan.....124	6:15 a. m.	40 Min.	For equipment.
"	Sou. Kan.....117	Cent. Kan.....15	Indefinitely	.....	For connection.
"	" ".....125	" ".....125	"	.....	For equipment.
Durand.....	" ".....125	Wichita.....412	12:15 p. m.	1 Hr.	" "
"	Wichita.....411	Sou. Kan.....104	Indefinitely	Indefinitely	" "
"	"	"	5:00 a. m.	50 Min.	When passengers reported.
"	"	"	5:00 a. m.	50 Min.	" "
Little Rock.....	Central.....104	Ark.....4-17	8:35 a. m.	15 Min.	For revenue passengers and mail.
"	Ark.....25	Central.....125	11:20 p. m.	1 Hr.	When passengers reported.
"	"	"	11:40 a. m.	30 Min.	" "
"	"	"	11:45 a. m.	30 Min.	For connection.
"	"	"	10:10 p. m.	10 Min.	When passengers reported. If passengers destined points not served by train 2, train 18 will hold until 10:30 p.m. or 30 min.

TABLE OF SPEEDS

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

EXPLANATION OF CHARACTERS:

- C—Coal.
 - O—Fuel Oil.
 - W—Water.
 - Y—Wye Track.
 - T—Turntable.
 - ¶—Meal Station.
 - §—Track Scales.
 - *—Mail Catcher.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of service specified by Bulletin Order.)
 - P—Telephone Communication Only.
 - TP—Telegraph or Telephone Office; not a Train Order Office.
- Register Stations are shown in full-faced type.

EXPLANATION OF STOPS:

- s—Regular Stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop to receive or dispatch U. S. Mail
- d—Stop to receive or discharge revenue passengers.
- j—Stop on signal to handle express.
- k—Stop to receive or discharge revenue passengers to and from Fredonia.
- m—Stop to receive or discharge revenue passengers to or from Kansas City and beyond.
- w—Stop to receive or discharge revenue passengers to or from Kansas City, Wichita, Independence and beyond.

COFFEYVILLE SUBDIV.—BETWEEN SOUTHERN KANSAS JCT. AND COFFEYVILLE 3

TRAINS SOUTHWARD					Miles from St. Louis (Via Kansas City)	TIME-TABLE No. 17 SEPTEMBER 21, 1941		TRAINS NORTHWARD			
FIRST CLASS						Station Numbers	Siding Capacity in Cars	FIRST CLASS			
	117 Passenger	317 Passenger	125 Passenger					124 Passenger	318 Passenger	104 Passenger	
	Daily	Daily	Daily		Daily	Daily	Daily				
	9 50PM		8 00AM		KANSAS CITY		7 30AM		9 15PM		
	11 30PM		9 43AM	333.17	(CS. OSAWATOMIE. \$WCTY 341 Yd. s	5 25AM		7 20PM			
	11 33PM ¹⁷⁰		9 47AM	334.46	Signal Indication (CS. SOUTHERN KAN. JCT. 341 Yd. s	5 22AM		7 16PM			
	w 11 42 ⁴⁶⁰		9 56	342.11	LS. LANE * R 9 83 w	5 10		7 06			
	d 11 50		10 02	348.17	TP. GREBLEY * R 15 82 d	5 03		6 58			
	11 56PM		10 08	353.47	P. HECLA R 20 89	4 56		6 52			
				357.44	.A. T. & S. F. CROSSING						
	s 12 05AM		s 10 16	357.61	LS. GARNETT W R 24 70 s	4 50		s 6 45			
	12 11		10 22	361.81	P. BIRCH Y R 29 92	4 43		6 37			
	12 16		10 27	366.36	P. MONT IDA * W R 33 73	4 38		6 31			
	12 22		10 33	371.91	P. DIXON R 39 91	4 32		6 24			
	d 12 24		10 35	373.67	LS. WESTPHALIA * R 41	d 4 30		6 22			
	12 29		10 40	377.46	LS. ALICEVILLE * R 44 74	4 25		6 17			
	12 36		10 47	383.87	P. RO SIDING Y 68	4 17		6 09			
				384.07	P. LE ROY JUNCTION						
	d 12 37		d 10 48	384.40	LS. LE ROY * R 51	d 4 15		6 08			
	12 41		10 51	387.04	CS. MOODY R 54 80	4 11		6 05			
				387.06	.M-K-T. CROSSING						
	12 47		10 57	391.91	TP. VERNON * R 59 73	4 05		5 59			
	12 51		11 01	395.38	P. KX SIDING R 62 73	4 00		5 55			
				398.58	.WICHITA DIV. CROSSING						
	s 1 07 ¹⁶⁰		s 11 15 ^{168 199}	398.59	CS. DURAND WY H 85 ^(n109 s133)	s 3 55		s 5 50			
	1 17		11 24	405.29	TP. ROSE * R 72 76	3 39		5 37			
	d 1 23		11 30	411.25	LS. BUFFALO * R 78 69 d	3 30		5 29			
	1 27		k 11 34	415.16	LS. ROPER CY R 82 77	3 24 ¹⁶⁹		k 5 24			
				417.62	.A. T. & S. F. CROSSING						
	m 1 32		11 40	417.70	P. BENEDICT * R 85	m 3 19		5 19			
	1 35		11 44	420.53	P. GUILFORD R 88 75	3 15		5 15			
	d 1 43		d 11 51	427.24	LS. ALTOONA * R 94 54 d	3 06 ¹⁶¹		d 5 07			
	s 1 51		s 11 59AM	434.82	LS. NEODESHA W R102 80 s	2 56		s 4 58			
				434.87	.St. L.-S. F. CROSSING						
	2 03		12 11PM	441.40	TP. SYCAMORE * R109 74	2 43		4 47			
				448.37	.A. T. & S. F. CROSSING						
				448.60	.A. T. & S. F. CROSSING						
	s 2 16		s 12 21	449.11	LS. INDEPENDENCE \$WY R116 72 s	2 30		s 4 36 ¹⁹⁸			
	2 25 ¹²⁴		12 27	453.12	P. BLAKE R120 74	2 25 ¹¹⁷		4 32			
	2 30		12 32	457.54	P. JEFFERSON * R125 45	2 17		4 27			
	2 35	4 40PM	12 38	462.45	Signal Indication (CS. DEARING * R130 ^(n77 s77)	2 12	s 7 40AM	4 22			
	s 2 45AM	s 4 50PM	s 12 45PM	467.83	CS. Coffeyville \$WCTY R135 Yd.	2 05AM	7 30AM	4 15PM			
	Daily	Daily	Daily		134.66	Daily	Daily	Daily			

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

4 COFFEYVILLE SUBDIV.—SOUTHERN KANSAS JUNCTION TO COFFEYVILLE

Station Number	Miles from St. Louis (Via Kansas City)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	TRAINS SOUTHWARD							
			SECOND CLASS							
			169 Red Ball Freight	167 Red Ball Freight	175 Red Ball Freight	199 Local Freight	159 Mixed	161 Red Ball Freight		
STATIONS			Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Saturday	Daily		
		KANSAS CITY	8 00PM	2 15AM				7 50PM		
341	333.17	CS... OSAWATOMIE.. §WCTY	12 30AM	5 50AM		6 30AM		11 45PM		
		1.29								
	334.46	CS... SOUTHERN KAN. JCT...	12 35AM	5 55AM		6 35AM		11 48PM		
		7.65								
R 9	342.11	LS... LANE.....*	12 50	6 07		6 50		12 01AM ⁴⁶⁰		
		8.06								
R 15	348.17	TP... GREELY.....*	1 00	6 16		7 05		12 10		
		5.30								
R 20	353.47	P... HECLA.....	1 09	6 24		7 20		12 18		
		3.97								
	357.44	A. T. & S. F. CROSSING								
		0.17								
R 24	357.61	LS... GARNETT.....W	1 17	6 31		7 59		12 26		
		4.20								
R 29	361.81	P... BIRCH.....Y	1 25	6 40		8 10		12 33		
		4.55								
R 33	366.36	P... MONT IDA.....*W	1 32	6 48		8 25		12 41		
		5.55								
R 39	371.91	P... DIXON.....	1 40	6 56		8 38		12 48		
		1.76								
R 41	373.67	LS... WESTPHALIA.....*				8 50				
		3.79								
R 44	377.46	LS... ALICEVILLE.....*	1 53	7 05		9 10		12 58		
		6.41								
	383.87	P... RO SIDING.....Y	2 01	7 14		9 20		1 08		
		0.20								
	384.07	P... LE ROY JUNCTION.....						5 26PM		
		0.33								
R 51	384.40	LS... LE ROY.....*	2 03	7 16		9 45		5 30PM	1 10	
		2.62								
R 54	387.04	CS... MOODY.....	2 07	7 20		9 55		1 14		
		0.02								
	387.06	M.-K.-T. CROSSING								
		4.85								
R 59	391.91	TP... VERNON.....*	2 15 ¹⁶⁰	7 28		10 08		1 22		
		3.47								
R 62	395.38	P... KX SIDING.....	2 20	7 33		10 21		1 30		
		3.20								
	398.58	WICHITA DIV. CROSSING								
		0.01								
H 85	398.59	CS... DURAND.....WY	2 35	7 45		11 15 ^(125 168)		1 50 ¹⁶⁰		
		6.70								
R 72	405.29	TP... ROSE.....*	2 55	7 59		11 40		2 10		
		5.96								
R 78	411.25	LS... BUFFALO.....*	3 05	8 07		11 50		2 20		
		3.91								
R 82	415.16	LS... ROPER.....CY	3 24 ¹²⁴	8 12		11 59AM		2 35		
		2.46								
	417.62	A. T. & S. F. CROSSING								
		0.08								
R 85	417.70	P... BENEDICT.....*				12 20PM				
		2.83								
R 88	420.53	P... GUILFORD.....	3 40	8 25		12 30		2 45		
		6.71								
R 94	427.24	LS... ALTOONA.....*	3 55	8 35		12 45		3 06 ¹²⁴		
		7.58								
R102	434.82	LS... NEODESHA.....W	4 10	8 45		1 15		3 25		
		0.05								
	434.87	St. L.-S. F. CROSSING								
		6.53								
R109	441.40	TP... SYCAMORE.....*	4 25	8 59		1 45		3 40		
		6.97								
	448.37	A. T. & S. F. CROSSING								
		0.23								
	448.60	A. T. & S. F. CROSSING								
		0.51								
R116	449.11	LS... INDEPENDENCE... §WY	4 40	9 12		2 15		4 00		
		4.01								
R120	453.12	P... BLAKE.....	4 50	9 25 ¹⁶⁸		2 25		4 20		
		4.42								
R125	457.54	P... JEFFERSON.....*	5 00	9 45		2 35		4 30		
		4.93								
R180	462.45	CS... DEARING.....*	5 10	9 55	6 15AM	2 45		4 40		
		5.36								
R185	467.83	CS... Coffeyville... §WCTY	6 00AM	10 40AM	6 30AM ³⁷⁴	3 15PM ¹⁹⁸		5 30AM		
		134.66	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Saturday	Daily		

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

COFFEYVILLE SUBDIV.—COFFEYVILLE TO SOUTHERN KANSAS JUNCTION 5

Sliding Capacity in Cars Miles from St. Louis (Via Kansas City)		TIME-TABLE No. 17 SEPTEMBER 21, 1941		TRAINS NORTHWARD									
				SECOND CLASS									
				374 Red Ball Freight Daily Ex. Sunday	168 Red Ball Freight Daily	158 Mixed Daily Ex. Saturday	198 Local Freight Daily Ex. Sunday	170 Red Ball Freight Daily	460 Red Ball Freight Daily	160 Red Ball Freight Daily			
STATIONS													
		KANSAS CITY			5 30PM			2 30AM	5 00AM				
Yd.	333.17	CS	OSAWATOMIE.. \$WCTY		1 55PM			11 59PM	12 20AM	4 30AM			
			1.29										
	334.46	CS	SOUTHERN KAN. JCT...		1 50PM			11 33PM ¹¹⁷	12 15AM	4 25AM			
			7.65										
83	342.11	LS	LANE.....*		1 03			10 50	12 01AM ¹⁶¹ 11 42PM ¹¹⁷	3 55			
			6.06										
82	348.17	TP	GREELY.....*		12 53			10 40	11 20	3 42			
			5.30										
89	353.47	P	HECLA.....		12 43			10 30	11 10	3 30			
			3.97										
	357.44		A. T. & S. F. CROSSING										
			0.17										
73	357.61	LS	GARNETT.....W		12 33			10 20	11 00	3 20			
			4.20										
92	361.81	P	BIRCH.....Y		12 26			10 10	10 50	3 10			
			4.55										
73	366.36	P	MONT IDA.....W*		12 17			10 00	10 43	3 00			
			5.55										
91	371.91	P	DIXON.....		12 09PM			9 50	10 35	2 52			
			1.76										
	373.67	LS	WESTPHALIA.....*										
			3.79										
74	377.46	LS	ALICEVILLE.....*		11 59AM			9 40	10 25	2 43			
			6.41										
68	383.87	P	RO SIDING.....Y		11 48			9 27	10 14	2 31			
			0.20										
	384.87	P	LE ROY JUNCTION			10 04AM							
			0.33										
	384.40	LS	LE ROY.....*		11 45	10 00AM		9 25	10 11	2 29			
			2.62										
80	387.04	CS	MOODY.....		11 41			9 20	10 06	2 25			
			0.02										
	387.06		M.-K.-T. CROSSING										
			4.85										
73	391.91	TP	VERNON.....*		11 32			9 10	9 59	2 15 ¹⁶⁹			
			3.47										
73	395.38	P	KX SIDING.....		11 25			9 03	9 53	2 01			
			3.20										
	398.58		WICHITA DIV. CROSSING										
			0.01										
ⁿ¹⁰⁹ ^{s131}	398.59	CS	DURAND.....WY		11 15 ¹²⁵ 11 15 ¹⁹⁹		7 45PM	8 55	9 45PM	1 50 ¹⁶¹ 1 00 ¹¹⁷			
			6.70										
76	405.29	TP	ROSE.....*		10 45		7 10	8 35		12 40			
			5.96										
69	411.25	LS	BUFFALO.....*		10 35		6 55	8 25		12 25			
			3.91										
77	415.16	LS	ROPER.....CY		10 27		6 35	8 17		12 15			
			2.46										
	417.62		A. T. & S. F. CROSSING										
			0.08										
	417.70	P	BENEDICT.....*										
			2.83										
75	420.53	P	GUILFORD.....		10 16		6 01	8 06		12 05AM			
			6.71										
54	427.24	LS	ALTOONA.....*		10 07		5 50	7 57		11 55PM			
			7.58										
80	434.82	LS	NEODESHA.....W		9 55		5 35	7 45		11 40			
			0.05										
	434.87		St. L.-S. F. CROSSING										
			6.53										
74	441.40	TP	SYCAMORE.....*		9 42		5 05	7 32		11 20			
			6.97										
	448.37		A. T. & S. F. CROSSING										
			0.23										
	448.60		A. T. & S. F. CROSSING										
			0.51										
72	449.11	LS	INDEPENDENCE.....\$WY		9 31		4 36 ¹⁰⁴	7 21		11 01			
			4.01										
74	453.12	P	BLAKE.....		9 25 ¹⁶⁷		3 50	7 15		10 50			
			4.42										
45	457.54	P	JEFFERSON.....*		9 18		3 40	7 08		10 40			
			4.93										
ⁿ⁷⁷ ^{s77}	462.45	CS	DEARING.....*		6 45AM	9 10	3 30	7 00		10 30			
			5.36										
Yd.	467.83	CS	Coffeyville.....\$WCTY		6 30AM ¹⁷⁵	9 00AM	3 15PM ¹⁹⁹	6 50PM		10 15PM			
			134.66		Daily Ex. Sunday	Daily	Daily Ex. Saturday	Daily Ex. Sunday	Daily	Daily	Daily		

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

6 CONWAY SPRINGS SUBDIV.—BETWEEN DEARING AND CONWAY SPRINGS

TRAINS WESTWARD				Miles from St. Louis (Via Nevada)	TIME-TABLE No. 17 SEPTEMBER 21, 1941		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS			STATIONS	FIRST CLASS			SECOND CLASS			
391 Local Freight Daily Ex. Sunday	373 Red Ball Freight Daily Ex. Sunday	319 Passenger Daily	320 Passenger Daily			376 Red Ball Freight Daily Ex. Monday			394 Local Freight Daily Ex. Sunday			
	6 45AM	s 7 40AM	428.71	CS.....	DEARING.....	R 130	77	s 4 40PM	6 15AM			
	7 05	s 7 53	435.15		6.44.....TYRO.....	NL 12	21	s 4 28	4 55			
	7 30	s 8 05	442.13	LS.....	6.98.....CANEY.....	Y NL 19	24	s 4 15	4 35			
			442.27		0.14.....A. T. & S. F. CROSSING.....							
	7 50	s 8 15	447.78	P.....	5.51.....NIOTAZE.....	NL 24	27	s 4 02	4 15			
	8 10	s 8 25	453.25		5.47.....PERU.....	NL 30	30	s 3 52	4 00			
	8 37 ³¹⁹	s 8 37 ³⁷³	458.92	LS.....	5.67.....SEDAN.....	WC NL 36	46	s 3 42	3 45			
		f 8 47	404.61		5.69.....ROGERS.....	NL 41		f 3 27				
	9 10	f 8 54	467.77	P.....	3.16.....LOWE.....	NL 44	46	f 3 21	3 20			
	9 30	s 9 04	472.42		4.65.....WAUNETA.....	NL 49	18	s 3 11	3 05			
		f 9 09	474.73	P.....	2.31.....LAYTON.....	NL 51	11	f 3 06				
		f 9 12	476.52		1.79.....OSRO.....	NL 53		f 3 03				
	10 28	s 9 23	480.99	LS.....	4.47.....CEDARVALE.....	W NL 58	46	s 2 55	2 45			
	10 53	f 9 30	484.89	P.....	3.90.....TAUSSIG.....	NL 62	21	f 2 45	2 35			
	11 15AM	s 9 45	490.83	LS.....	5.94.....HOOSER.....	NL 68	28	s 2 35	2 20			
10 15AM	12 35PM ³⁹⁴	s 10 00	497.71	LS.....	6.88.....DEXTER.....	NL 74	41	s 2 20	1 55	s 12 30PM ³⁷³		
10 17	12 37PM	10 01AM	498.12	P.....	0.41.....DEXTER JUNCTION.....	Y NL 75		2 17PM	1 40AM	12 17		
			498.88		0.76.....WATER TANK.....	W						
f 10 34			503.71		4.83.....EATON.....	NL 80	28			f 12 01PM		
f 10 49			508.70		4.99.....TISDALE.....	NL 85	30			f 11 47AM		
s 11 17AM ³⁹⁴			517.25	LS.....	8.55.....WINFIELD.....	\$W NL 94				s 11 17 ³⁹¹		
			517.55		0.30.....St. L-S. F. CROSSING.....							
			517.56		0.01.....A. T. & S. F. CROSSING.....							
			518.68		1.12.....A. T. & S. F. CROSSING.....							
s 12 20PM			527.18		8.50.....OXFORD.....	NL104	24			s 10 35		
f 12 35			531.49		4.31.....WHITMAN.....	NL108	18			f 10 20		
			537.61		6.12.....M. V. CROSSING.....							
s 1 15			537.94		0.33.....BELLE PLAINE.....	NL115	24			s 10 01		
			538.68		0.74.....A. T. & S. F. CROSSING.....							
s 1 40			544.40		5.72.....RIVERDALE.....	NL121				s 9 40		
			544.53		0.13.....C. R. I. & P. CROSSING.....							
s 2 10			552.24		7.71.....ANSON.....	NL129	20			s 9 20		
s 2 40PM			558.73	LS.....	6.49.....CONWAY SPRINGS.....	WCY NL135	28			9 00AM		
Daily Ex. Sunday	Daily Ex. Sunday	Daily			130.02			Daily	Daily Ex. Monday	Daily Ex. Sunday		

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

ARKANSAS CITY SUBDIV.—BETWEEN DEXTER JCT. AND ARKANSAS CITY 7

TRAINS WESTWARD				Miles from St. Louis (Via Nevada)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
373 Red Ball Freight		319 Passenger						320 Passenger		376 Red Ball Freight	
Daily Ex. Sunday		Daily			STATIONS			Daily		Daily Ex. Monday	
	12 37PM		10 01AM	498.12	P.....DEXTER JUNCTION.....Y			2 17PM		1 40AM	
			f 10 12	503.67	5.55.....ESCH SPUR.....	NB 6		f 2 07			
	12 55		f 10 18	506.85	3.18 P.....VINTON.....	NB 9	46	f 2 00		1 20	
			f 10 24	509.78	2.93.....CAMERON CITY.....	NB12	7	f 1 54			
					3.72 LS.....SILVERDALE.....Y	NB15	37	s 1 49		1 00	
	1 15		s 10 30	513.50	3.83 P.....CORLETT.....	NB19	46	140 ³²⁰		12 50	
	140 ³²⁰		10 36	517.33	5.25.....A. T. & S. F. CROSSING.....						
	1 52		10 48	522.59	0.01.....MIDLAND VALLEY JCT.....			1 31		12 31	
					0.31 LS.....ARKANSAS CITY.....WCY	NB25	Yd.	1 30PM		12 30AM	
	1 55PM		s 10 50AM	522.90				Daily		Daily Ex. Monday	
Daily Ex. Sunday		Daily			24.78						

ROPER SUBDIV.—BETWEEN ROPER AND FREDONIA

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
		791 Local Freight						792 Local Freight			
		Daily Ex. Sunday			STATIONS			Daily Ex. Sunday			
			11 40AM	415.16	LS.....ROPER.....CY	R 82		s 5 10PM			
				419.58	4.42.....A. T. & S. F. CROSSING.....						
			f 11 59AM	420.98	1.40.....SEXTON.....	RC 6	4	f 4 50			
				425.33	4.35.....A. T. & S. F. CROSSING.....						
			s 12 20PM	426.58	1.25 LS.....FREDONIA.....WY	RC12	24	4 30PM			
		Daily Ex. Sunday			11.42			Daily Ex. Sunday			

MADISON SUBDIV.—BETWEEN LEROY JUNCTION AND MADISON

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS								SECOND CLASS			
		759 Mixed						758 Mixed			
		Daily Ex. Saturday			STATIONS			Daily Ex. Saturday			
			10 04AM	383.89	.....LE ROY JUNCTION.....			5 26PM		
				387.08	3.19.....M.-K.-T. CROSSING.....						
			10 30	389.18	2.10.....CRANDALL.....	W 80	10	4 45			
			10 45	392.03	2.85.....CROTTY.....	W 83	28	4 30			
			11 25	399.20	7.17 LS.....GRIDLEY.....	W 90	18	4 01			
			11 40AM	403.17	3.97.....DUNAWAY.....	W 94	18	3 40			
			12 01PM	407.09	3.92 TP.....WILBUR.....	W 98	28	3 25			
				413.05	5.96.....A. T. & S. F. CROSSING.....						
			12 30PM	413.41	0.36 LS.....MADISON.....WY	W105	15	3 00PM			
		Daily Ex. Saturday			29.52			Daily Ex. Saturday			

Miles from St. Louis, shown above, is mileage painted on Telegraph Poles, and is not actual.

WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

Station Numbers	Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	TRAINS SOUTHWARD							
			FIRST CLASS		SECOND CLASS					
			117 Passenger	125 Passenger	193 Local Freight	169 Red Ball Freight	191 Local Freight	167 Red Ball Freight	161 Red Ball Freight	757 Mixed
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday
R135	663.30	CS. COFFEYVILLE	2 55AM	12 55PM						
		0.47								
	662.83	P. COFFEYVILLE YARD, Kan. & WCTY	3 02	1 00		8 00AM ¹⁶⁸	8 30AM	12 01PM	12 30PM ¹⁹²	
L321	660.61	CS. SOUTH COFFEYVILLE, Okla. & S	3 07	1 05		8 06	f 8 40	12 06	12 35	
	660.55	M.-K.-T. CROSSING								
		0.06								
L317	656.98	P. ELLIOTT	3 13	1 10		8 15	f 8 50	12 12 ¹⁹²	12 42	
		0.28								
L311	650.70	LS. LENAPAH	3 20	f 1 18		8 30	f 9 10	12 21	12 50	
		5.14								
L306	645.56	TP. DELAWARE	3 26	f 1 25		8 40	f 9 30	12 29	12 58	
	641.33	UNION ELECTRIC CROSSING								
		1.14								
L300	640.19	LS. NOWATA	3 35	s 1 35		8 50	s 10 10	12 38	1 08	
		5.76								
L294	634.43	P. WATOVA	3 43	f 1 43		9 01	f 10 35 ¹⁹²	12 47	1 17	
		6.57								
L288	627.86	TP. TALALA	3 50	f 1 51		9 12	f 10 55	12 57	1 27	
		5.75								
L282	622.11	LS. OOLOGAH	3 56	f 1 59		9 22	f 11 10	1 06	1 35	
		7.11								
L275	615.00	P. SAGEBAY	4 05	f 2 07		9 35 ¹⁹²	f 11 20	1 20	1 47	
		4.66								
	610.34	CS. CLAREMORE TOWER (St. L.-S. F. Crossing)								
		0.58								
L270	609.76	CLAREMORE	4 17	s 2 18 ¹⁶¹		9 45	s 11 45	1 30	{ 2 07 2 28 } ¹²⁵	
		1.84								
L265	604.92	P. TIAWAH	4 23	2 24		9 53	f 11 59AM	1 37	2 45 ¹⁰⁴	
		8.01								
L257	596.91	LS. INOLA	4 32	f 2 37 ¹⁰⁴		10 05	f 12 32PM	1 48	2 58	
		8.25								
L249	588.66	P. NEODESHA	4 41	f 2 47		10 20	f 12 55	1 59	3 09	
		7.10								
	581.56	CS. WAGONER TOWER (M.-K.-T. Crossing)								
		0.07								
L242	581.49	WAGONER	4 53 ¹⁶⁸	s 3 03 ¹⁶⁷	6 00AM	10 40	1 20PM	{ 2 13 3 35 } ^{104 125 170}	{ 3 20 3 45 } ¹⁷⁰	
		8.04								
	573.45	K. O. & G. JUNCTION		3 11 ¹⁷⁰				4 00PM		
		0.09								
	573.36	K. O. & G. CROSSING								
		0.02								
L233	573.34	LS. OKAY	5 02	s 3 12	f 6 30	10 57			4 05	
		4.66								
	568.68	St. L.-S. F. CROSSING								
		0.70								
L228	567.98	LS. FORT GIBSON	5 10	s 3 21	s 7 05	11 10 ¹⁹⁴			4 15	
		6.79								
L221	561.17	P. HAUTO	5 18	3 30	f 7 22	11 22			4 25	
		3.67								
L218	557.52	TP. BRAGGS	5 23	f 3 35	s 7 45	11 30			4 38	
		6.92								
L211	550.60	P. BLUFFS	5 31	3 44	f 8 10	11 42			4 55	
		4.16								
L206	546.44	LS. GORE	5 36	f 3 51	s 8 40	11 50			5 05	
		5.57								
L201	540.87	P. UPSON	5 42	3 58	f 9 00	11 59AM			5 17 ¹⁶⁰	
		3.44								
L197	537.43	LS. VIAN	5 46	s 4 04	s 9 25 ¹⁹⁴	12 04PM			5 25	
		5.70								
L192	531.73	McKEY	d 4 11	f 9 45						
		1.32								
L190	530.41	P. ASHBY	5 54	4 13	f 10 08	12 13			5 40	
		3.71								
	526.70	CS. SALLISAW TOWER (K. C. S. Crossing)								
		0.89								
L186	525.81	SALLISAW	5 59	s 4 18	s 10 53	12 19			5 50	
		6.08								
L180	519.73	P. HANSON	6 07	f 4 30 ¹⁶⁰	f 11 10	12 28			6 02	
		6.62								
L173	513.11	TP. MULDROW	6 15	f 4 39	s 11 30	12 48 ¹⁰⁴			6 15	
		4.87								
L168	508.24	P. ROLAND	6 20	d 4 47	f 11 45AM	1 00			6 25	
		4.57								
L164	503.67	CS. GREENWOOD JUNCTION, Okla. & Y	{ 6 26 6 52 } ⁷⁵⁰	f { 4 55 5 23 }	f 12 12PM ¹⁰⁴	1 10 ⁷⁵⁷			6 35	1 15PM ¹⁶⁰
		5.26								
	498.41	St. L.-S. F. CROSSING (ARK.)								
		0.40								
L158	498.01	VAN BUREN	s 7 00	s 5 33	s 12 20	1 20			6 50	s 1 30
		0.72								
	497.29	CS. VAN BUREN YARD	7 05AM ¹⁹⁴	5 40PM	12 25PM	1 30PM			7 30PM	1 35PM
		166.01	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday

Miles from St. Louis shown above is mileage painted on Telegraph Poles and is not actual.

WAGONER SUBDIV.—VAN BUREN YARD TO COFFEYVILLE

Siding Capacity In Cars	Miles from St. Louis (Van Buren Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	TRAINS NORTHWARD							
			FIRST CLASS		SECOND CLASS					
			104 Passenger	124 Passenger	168 Red Ball Freight	750 Mixed	194 Local Freight	192 Local Freight	170 Red Ball Freight	160 Red Ball Freight
STATIONS			Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
Yd.	663.30	CS..... COFFEYVILLE.....	s 4 05PM	s 1 55AM						
Yd.	662.83	P.O. COFFEYVILLE YARD, Kan. & WCTY	3 56	1 47	8 00AM ¹⁶⁹			12 30PM ¹⁶¹	6 25PM	9 45PM
	660.61	CS. SOUTH COFFEYVILLE, Okla.*	3 53	f 1 44	7 15			f 12 20	5 55	9 03
	660.55	M.-K.-T. CROSSING.....								
60	656.98	P..... ELLIOTT.....	3 49	1 39	7 07			f 12 12 ¹⁶⁷	5 49	8 55
57	650.70	LS..... LENAPAH.....*	3 42	f 1 31	6 56			f 12 01PM	5 39	8 43
67	645.56	TP..... DELAWARE.....*	3 37	f 1 23	6 48			f 11 48AM	5 30	8 35
	641.33	UNION ELECTRIC CROSSING.....								
73	640.19	LS..... NOWATA.....*W	s 3 30	s 1 15	6 38			s 11 20	5 20	8 26
63	634.43	P..... WATOVA.....*	3 22	f 1 04	6 27			f 10 35 ¹⁹¹	5 12	8 16
58	627.86	TP..... TALALA.....*	3 15	f 12 56	6 17			f 10 14	5 03	8 07
60	622.11	LS..... OLOGAH.....*Y	3 09	f 12 49	6 07			f 9 57	4 55	7 58
65	615.00	P..... SAGEEYAH.....	3 01	12 39	5 55			f 9 35 ¹⁶⁹	4 45	7 47
	610.34	CS. CLAREMORE TOWER (St.L.-S.F. Crossing)								
74	609.76	..... CLAREMORE..... WY	s 2 51	s 12 25	5 43			f 9 10	4 32	7 36
62	604.92	P..... TIAWAH.....	2 45 ¹⁶¹	12 19	5 35			f 8 02	4 23	7 29
57	596.91	LS..... INOLA.....*	2 37 ¹²⁵	f 12 10AM	5 23			f 7 43	4 10	7 18
63	588.66	P..... NEODESHA.....	2 27	f 11 59PM	5 10			f 7 25	3 55	7 06
	581.56	CS..... WAGONER TOWER (M.-K.-T. Crossing)								
¹¹⁰²¹ ⁵⁹¹¹	581.49	..... WAGONER..... WCY	s 2 18 ¹⁶⁷	s 11 49	4 53 ¹¹⁷			11 40AM	7 10AM	3 35 ¹⁶¹ ¹⁶⁷
	573.45	..... K. O. & G. JUNCTION.....							3 15PM ¹²⁵	
	573.36	..... K. O. & G. CROSSING.....								
74	573.34	LS..... OKAY.....*	2 04	f 11 33	4 20			f 11 25		6 15
	568.68	..... St. L.-S. F. CROSSING.....								
68	567.98	LS..... FORT GIBSON.....*W	d 1 56	s 11 24	4 10			s 11 10 ¹⁶⁹		6 06
66	561.17	P..... HAUTO.....	1 47	11 15	3 57			f 10 40		5 54
62	557.52	TP..... BRAGGS.....*	1 43	f 11 09	3 50			s 10 30		5 48
65	550.60	P..... BLUFFS.....	1 35	10 59	3 38			f 10 05		5 37
96	546.44	LS..... GORE.....*	1 30	f 10 53	3 30			s 9 55		5 30
77	540.87	P..... UPSON.....	1 24	10 45	3 22			f 9 32		5 17 ¹⁶¹
62	537.43	LS..... VIAN.....*	1 20	f 10 39	3 15			s 9 25 ¹⁹³		5 07
	531.73	..... McKEY.....		d 10 31				f 9 06		
66	530.41	P..... ASHBY.....	1 12	10 29	3 00			f 9 01		4 54
	526.70	CS..... SALLISAW TOWER (K. C. S. Crossing)								
70	525.81	..... SALLISAW.....*W	d 1 06	s 10 23	2 50			s 8 50		4 44
84	519.73	P..... HANSON.....*	12 56	f 10 11	2 36			f 8 00		4 30 ¹²⁵
70	513.11	TP..... MULDROW.....*	12 48 ¹⁶⁹	f 10 03	2 25			f 7 40		4 05
59	508.24	P..... ROLAND.....*	12 43	d 9 56	2 17			f 7 27		3 57
60	503.67	CS..... GREENWOOD JUNCTION, Okla. Y	{ 12 38 12 12 ¹⁹³	f { 9 50 9 20	2 07			6 52AM ¹¹⁷	f 7 20	3 47
	498.41	..... St. L.-S. F. CROSSING (ARK.).....								
Yd.	498.01	..... VAN BUREN.....	s 12 03PM	s 9 10	1 53	s 6 25	s 7 10			3 35
Yd.	497.29	CS..... VAN BUREN YARD. WCTY	11 59AM	9 05PM	1 50AM	6 20AM	7 05AM ¹¹⁷			3 30PM
	166.01		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

Miles from St. Louis shown above is mileage painted on Telegraph Poles, and is not actual.

VAN BUREN SUBDIV.—VAN BUREN YARD TO NORTH LITTLE ROCK

TIME-TABLE

No. 17

SEPTEMBER 21, 1941

TRAINS SOUTHWARD

Station Numbers	Miles from St. Louis (Via North Little Rock)	STATIONS	FIRST CLASS		SECOND CLASS			
			117	125	197	195	169	161
			Passenger	Passenger	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
L158	497.29	CS... VAN BUREN YARD... §WCT	7 15AM ¹⁰⁷	5 50PM	7 25AM ¹¹⁷		4 00PM	9 20PM
L154a	494.39	P..... BXSIDING.....	7 19	5 54	7 30		4 05	9 28
L149	489.45	LS..... ALMA.....*	7 25	d 6 00	f 7 40		4 14	9 38
L145	484.65	P..... DYER.....*	7 30	6 05	f 7 50		4 22	9 47
L140	479.79	TP..... MULBERRY.....*	7 36	d 6 11	f 8 00		4 30	9 55
L136	475.51	P..... K D SIDING.....	7 41	6 16	8 08		4 37	10 02
L130	470.00	P..... POPING.....	7 48	6 22	f 8 17		4 47	10 12
L125	464.81	LS..... OZARK.....* s	7 55	s 6 29	s 8 40		4 57	10 22
L119	456.59	LS..... ALIX..... §WY	8 04	6 38	s 9 00		5 11	10 35
L112	449.31	TP..... HARTMAN.....*	8 12	6 46	f 9 15		5 23	10 45
L107	445.12\	..... MONTANA.....*						
L105	443.02	CS..... SPADRA.....* §Y	8 22	6 55	f 10 00		5 35	10 58
		..... A A JUNCTION.....	8 23AM	6 56PM	10 05AM		5 36	10 59
		6.72	Via Clarksville Subdivision	Via Clarksville Subdivision	Via Clarksville Subdivision			
L 93	435.85	P..... BB JUNCTION.....	8 43AM	7 20PM	11 05AM		5 48	11 11
L 91	433.54	P..... KNOXVILLE.....*	8 46	7 23	f 11 15		5 52	11 16
L 85	427.85	P..... SCOTIA.....	8 52	7 32	11 32 ¹⁹⁰		6 00	11 38 ¹⁶⁸
L 82	425.46	..... LONDON.....*			f 11 40			
L 80	422.70	P..... MILL CREEK.....	8 58	7 40	11 50AM		6 07	11 55PM
L 75	417.77	CS..... RUSSELLVILLE... §WYC	s 9 09	s 7 52	s 12 15PM	9 20AM	6 38 ¹²⁴	12 40AM
		..... D. & R. CONNECTION.....						
L 69	412.09	..... POTTSVILLE.....*			f 9 30			
L 68	410.70	P..... WORTHEN.....	9 18	8 03	9 44 ¹⁰⁴	6 50	1 02	
L 63	405.85	LS..... ATKINS.....* d	9 24	d 8 09	s 10 00 ¹⁹⁰	7 00	1 12	
L 57	400.09	P..... BLACKVILLE.....*	9 33 ¹⁰⁴	8 17	f 10 15	7 10	1 22	
L 50	392.53	CS..... MORRILTON.....* s	9 45	s 8 30	s 11 10	7 25	1 35 ¹⁶⁰	
L 44	386.80	TP..... PLUMERVILLE.....*	9 53	8 39	f 11 30	7 40	1 52	
L 38	381.39	P..... MENIFEE.....*	10 00	8 46	f 11 45	7 50	2 05	
L 36	378.82	P..... GLEASON..... W	10 03	8 50	f 11 50AM	7 55	2 10	
L 30	373.14	CS..... CONWAY.....* s	10 15	s 9 01	s 1 00PM	8 10	2 30	
L 21	363.65	P..... MAYFLOWER.....*	10 27	9 15	f 1 25	8 23	3 05	
L 17	359.82	P..... PALARM.....	10 32	9 20	f 1 35	8 29	3 18	
L 10	353.30	P..... MARCHE.....	10 41	9 28 ¹⁶⁸	f 1 50	8 40	3 40	
L 4	346.93	P..... AMBOY.....	10 50	9 35	2 05	8 50	4 08	
		..... JK JUNCTION.....	10 51	9 36	2 07	8 55	4 10	
L 3	345.73	P..... LEVY.....* d	10 52	d 9 37	2 08			
		..... MILITARY JUNCTION.....						
		..... XO JUNCTION.....	10 54	9 39	2 13	9 01 ¹⁶⁸	4 15	
X344	344.22	CS. NORTH LITTLE ROCK. §WCYT	10 55AM	9 40PM ¹⁶⁹	2 30PM	9 30PM ¹²⁵	5 00AM	
		..... ARKANSAS DIV. CROSSING.....						
X346	345.68	..... LITTLE ROCK.....	11 00AM	9 45PM				
		Passenger (to Little Rock) 155.06 Freight (to North Little Rock) 153.60	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily

Two mile post locations at Montana, Ark., are one and the same point, 445.65 being new mileage account change in line south of Montana made November 1936, and 445.12 being old mileage.

Miles from St. Louis, Montana north shown above, is mileage painted on Telegraph Poles, and is not actual.

VAN BUREN SUBDIV.—NORTH LITTLE ROCK TO VAN BUREN YARD

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941		TRAINS NORTHWARD									
				FIRST CLASS				SECOND CLASS					
				104 Passenger	124 Passenger			190 Local Freight	168 Red Ball Freight	160 Red Ball Freight			
				Daily	Daily			Daily Ex. Sunday	Daily	Daily			
STATIONS													
Yd.	497.29	CS.	VAN BUREN YARD	WCT	11 50AM	8 55PM				3 45PM	1 33AM	6 45AM	
			2.90										
56	494.39	P.	BX SIDING		11 45	8 48				3 20	1 29	5 55	
			4.94										
60	489.45	LS.	ALMA	*	11 40	f 8 41				3 10	1 22	5 45	
			4.80										
80	484.65	P.	DYER	*	11 35	a 8 34				2 55	1 15	5 35	
			4.86										
45	479.79	TP.	MULBERRY	*	11 29	f 8 27				2 45	1 07	5 25	
			4.28										
90	475.51	P.	KD SIDING		11 24	8 20				2 35	1 01	5 15	
			5.51										
81	470.00	P.	POPING		11 18	8 12				2 20	12 52	5 05	
			5.19										
78	464.81	LS.	OZARK	* d	11 11	s 8 05				2 05	12 43	4 55	
			8.22										
81	456.59	LS.	ALIX	WY	11 00	a 7 52				1 35	12 29	4 40	
			7.28										
91	449.31	TP.	HARTMAN	*	10 51	f 7 42				1 10	12 17	4 25	
			4.19										
	445.12		MONTANA	*		a 7 37							
	445.65		2.63										
62	443.02	CS.	SPADRA	* Y	10 42	a 7 33				12 45	12 05	4 06	
			0.45										
	442.57	P.	AA JUNCTION		10 41AM	7 32PM				12 30PM	12 04AM	4 05	
			6.72										
					Via Clarksville Subdivision	Via Clarksville Subdivision							
	435.85	P.	BB JUNCTION		10 20AM	7 07PM				11 55AM	11 52PM	3 50	
			2.31										
91	433.54	P.	KNOXVILLE	*	10 17	a 7 03				11 49	11 48	3 45	
			5.63										
67	427.85	P.	SCOTIA		10 11	6 55				1132 ¹⁹⁷	1138 ¹⁶¹	3 30	
			2.39										
	425.46		LONDON	*		a 6 51				11 27			
			2.67										
84	422.79	P.	MILL CREEK		10 05	6 47				11 20	11 29	3 15	
			5.02										
118	417.77	CS.	RUSSELLVILLE	WYC	s 9 57	s 638 ¹⁶⁹				11 00	11 20	3 00	
			0.17										
	417.60		D. & R. CONNECTION										
			5.51										
	412.09		POTTSVILLE	*		a 6 24				10 13			
			1.39										
91	410.70	P.	WORTHEN		944 ¹⁹⁵	6 22				10 10	11 10	2 15	
			4.85										
54	405.85	LS.	ATKINS	*	9 39	f 6 15				1000 ¹⁹⁵	11 02	2 05	
			5.76										
63	400.09	P.	BLACKVILLE	*	933 ^(117/190)	a 6 06				933 ^(104/117)	10 53	1 50	
			7.56										
53	392.53	CS.	MORRILTON	* s	9 24	s 5 56				9 00	10 40	135 ¹⁶¹	
			5.73										
77	386.80	TP.	PLUMERVILLE	*	9 16	a 5 45				8 35	10 30	1 25	
			5.41										
91	381.39	P.	MENIFEE	*	9 10	a 5 37				8 22	10 20	1 15	
			2.57										
62	378.82	P.	GLEASON	W	9 07	5 34				8 17	10 15	1 10	
			5.68										
74	373.14	CS.	CONWAY	* s	8 59	s 5 27				7 55	10 05	12 55	
			9.49										
81	363.65	P.	MAYFLOWER	*	8 48	a 5 12				7 32	9 47	12 35	
			3.83										
60	359.82	P.	PALARM		8 44	5 08				7 23	9 40	12 25	
			6.52										
92	353.30	P.	MARCHE	j	8 36	5 01				7 08	928 ¹²⁵	12 16	
			6.37										
62	346.93	P.	AMBOY		8 29	4 54				6 52	9 10	12 07	
			0.92										
	346.01		JK JUNCTION		8 28	4 53				6 50	9 08	12 05	
			0.28										
	345.73	P.	LEVY	d	8 27	f 4 52				6 49			
			0.10										
	345.63		MILITARY JUNCTION										
			1.30										
	344.33		XO JUNCTION		8 25	4 50				6 46	901 ¹⁶⁹	12 01AM	
			0.11										
Yd.	344.22	CS.	NORTHLITTLE ROCK	WCYT	8 24AM	4 49PM				6 45AM	9 00PM	11 59PM	
			0.13										
	344.35		ARKANSAS DIV. CROSSING										
			1.33										
	345.68		LITTLE ROCK		8 20AM	4 45PM							
			Passenger (To Little Rock)		Daily	Daily				Daily Ex. Sunday	Daily	Daily	
			Freight (To North Little Rock)										

Two mile post locations at Montana, Ark. are one and the same point, 445.65 being the new mileage account change in line south of Montana made November 1936, and 445.12 being old mileage.

Miles from St. Louis, Montana north, shown above is mileage painted on Telegraph Poles, and is not actual.

GREENWOOD SUBDIV.—GREENWOOD JUNCTION TO GREENWOOD

Station Numbers	Miles from St. Louis (Via N. North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			121 Passenger	123 Passenger	127 Passenger	129 Passenger	755 Mixed			
		STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday			
L 164	503.50	CS.... GREENWOOD JCT.... Y	6 26AM	12 12PM	4 55PM	9 20PM		6 52AM ¹²⁰		
LG 4	507.29	P.... WEST FT. SMITH, OKLA....								
LD 5	508.02	CS.... FORT SMITH, ARK.... WY	\$ 6 36AM ¹²⁰	\$ 12 25PM ¹²²	\$ 5 05PM ¹²⁶	\$ 9 33PM ¹²⁸		\$ 7 10		
	509.36	..... St. L.-S. F. CROSSING.....								
	509.37	..... K. C. S. CROSSING.....								
LG 7	510.54	..... COLEMAN.....								
	510.79	..... SUBURBAN JUNCTION.....						7 20		
LG 9	512.18	P..... AC JUNCTION.....						7 25AM		
LG 11	514.71	..... BUELL.....								
LG 13	516.90	..... CRESCENT.....								
LG 15	518.91	..... LALLIE.....								
LG 17	520.77	..... JENNY LIND..... W								
LG 23	526.06	LS..... GREENWOOD..... Y								
	22.56		Daily	Daily	Daily	Daily		Daily Ex. Sunday		

CLARKSVILLE SUBDIV.—BETWEEN AA JCT. AND BB JCT.

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity In Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS			
197 Local Freight	125 Passenger	117 Passenger						104 Passenger	124 Passenger		
Daily Ex. Sunday	Daily	Daily			STATIONS			Daily	Daily		
10 05AM	6 56PM	8 23AM	447.25	P.....	AA JUNCTION.....			10 41AM	7 32PM		
\$ 10 34 ¹⁰⁴	\$ 7 01	\$ 8 28	443.74	LS.....	CLARKSVILLE..... *	L 101	13	\$ 10 34 ¹⁹⁷	\$ 7 26		
f 10 50	7 12 ¹²⁴	8 38	438.37		LAMAR..... *	L 95	38	10 24	f 7 12 ¹²⁵		
11 05AM	7 20PM	8 43AM	435.85	P.....	BB JUNCTION.....	L 93		10 20AM	7 07PM		
Daily Ex. Sunday	Daily	Daily			11.40			Daily	Daily		

Miles from St. Louis shown above is mileage painted on Telegraph Poles and is not actual.

GREENWOOD SUBDIV.—GREENWOOD TO GREENWOOD JUNCTION

13

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	TRAINS NORTHWARD							
			FIRST CLASS				SECOND CLASS			
			120 Passenger	122 Passenger	126 Passenger	128 Passenger	756 Mixed			
STATIONS		Daily	Daily	Daily	Daily	Daily Ex. Sunday				
61	503.50	CS.....	GREENWOOD JCT......Y	6 52AM ⁷⁵⁵	12 38PM	f 5 23PM	f 9 50PM	1 15PM		
	507.29	P.....	WEST FT. SMITH, OKLA. <small>3.79</small>							
Yd.	508.02	CS.....	FORT SMITH, ARK. ...\$WY	6 42AM ¹²¹	12 30PM ¹²³	5 12PM ¹²⁷	9 40PM ¹²⁹	\$ 12 55		
	509.36		St. L.-S. F. CROSSING <small>1.34</small>							
	509.37		K. C. S. CROSSING <small>0.01</small>							
	510.54		COLEMAN <small>1.17</small>							
	510.79		SUBURBAN JUNCTION <small>0.25</small>					12 08		
	512.18	P.....	AC JUNCTION.					12 05PM		
	514.71		BUELL <small>2.53</small>							
10	516.90		CRESCENT <small>2.19</small>							
10	518.91		LALLIE <small>2.01</small>							
25	520.77		JENNY LIND.....W							
29	526.06	LS.....	GREENWOOD......Y							
	22.56			Daily	Daily	Daily	Daily	Daily Ex. Sunday		

PARIS SUBDIV.—BETWEEN AC JUNCTION AND PARIS

TRAINS SOUTHWARD			Miles from St. Louis (Via North Little Rock)	TIME-TABLE No. 17 SEPTEMBER 21, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS							SECOND CLASS		
755 Mixed							756 Mixed		
Daily Ex. Sunday			Daily Ex. Sunday			Daily Ex. Sunday			
		7 25AM	512.18	P.....	AC JUNCTION.	LG 9		12 05PM	
		s 7 30	512.82	LS...	SOUTH FORT SMITH.....	LD10	15	s 12 01PM	
		f 7 45	518.14		BARLING.....	LD16	15	f 11 45AM	
		f 7 55	521.33		CENTRAL CITY.....	LD19		f 11 35	
		s 8 10	526.18		LAVACA.....	LD24	37	s 11 25	
		f 8 25	530.96		URSULA.....	LD29	5	f 11 10	
		s 8 40	535.30	LS.....	CHARLESTON.....	LD33	9	s 10 59	
		f 8 45	536.06		THESSING.....Y		37	f 10 55	
		s 9 00	540.08		BRANCH.....	LD38	6	s 10 45	
		s 9 15	544.16		RATCLIFF.....	LD42	37	s 10 35	
		f 9 30	549.46		HAMILTON MINE.....		37	f 10 23	
		9 45AM	553.11	LS.....	PARIS......\$WCY	LD51	Yd.	10 15AM	
		Daily Ex. Sunday			40.93			Daily Ex. Sunday	

Miles from St. Louis shown above is mileage painted on Telegraph Poles, and is not actual.

1. All Eastward and Northward trains are superior to trains of the same class in the opposite directions, except:

- Roper Subdiv.:** No. 791 is superior to No. 792.
- Madison Subdiv.:** No. 759 is superior to No. 758.
- Conway Springs Subdiv.:** No. 391 is superior to No. 394.
- Greenwood Subdiv.:** No. 121 is superior to No. 120.
- Greenwood Subdiv.:** No. 123 is superior to No. 122.
- Greenwood Subdiv.:** No. 127 is superior to No. 126.
- Greenwood Subdiv.:** No. 129 is superior to No. 128.
- Paris Subdiv.:** No. 755 is superior to No. 756.

Between:

- Signal 4672 and Coffeyville Passenger Station
- Junction Switch Dearing and Mile Post 429, pole 10, Conway Springs Subdiv.
- Mile Post 442, pole 2 Caney, Kans. and Mile Post 442, pole 22

trains have no time-table superiority and will move at restricted speed expecting to find other trains or engines occupying main track.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Coffeyville Subdiv.....	65	50
Madison Subdiv.....	20	20
Conway Springs Subdiv.:		
Between Dexter and Dearing.....	45	30
Between Dexter and Conway Springs.....	20	20
Arkansas City Subdiv.....	45	30
Roper Subdiv.....	20	20
Wagoner Subdiv.....	65	50
Van Buren Subdiv.....	65	50
Greenwood Subdiv.:		
Between Greenwood Jct. and north end of Bridge 2 over Arkansas River at Fort Smith.....	65	50
Between Fort Smith and Greenwood.....	35	25
Clarksville Subdiv.....	50	40
Paris Subdiv.....	40	35

3. SPEED RESTRICTIONS: (where maximum speed is less such restrictions will be observed)

Moody, M.-K.-T. Crossing.....	40	40
Benedict, A. T. & S. F. Crossing.....	40	40
Over electric car lines.....	10	10
Coffeyville Subdiv.:		
Coffeyville, all trains run at restricted speed through yard limits.		
Wagoner Subdiv.:		
At Sallisaw, Claremore and South Coffeyville, between Approach and Home Signals, all freight trains.....		35
Greenwood Subdiv.:		
All trains over Arkansas River Bridge at Ft. Smith.....		10
Engines not exceeding 110 tons may double head over Arkansas River Bridge at Ft. Smith.		
Southward first-class trains into Ft. Smith will head around wye and back into station. All trains run at restricted speed, keeping sharp lookout for such movement.		

Miles Per Hour
Passenger Freight
Trains Trains

3. SPEED RESTRICTIONS (Continued):

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:		
1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	55	55
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80

Diesel Engines:

800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

G. C. L. and I. G. N. Engines:

301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
9200 to 9203 (Diesel).....	35	35

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

Motor Cars:

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

Trains handling:

Motor Cars, dead in tow.....	50	50
Diesel Engines, dead in tow:		
800 Series.....	..	30
4100, 4101 and 9000-9001 Series.....	..	35
4102, 4103 and all other Diesel road engines.....		Maximum Permissible Speed

Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars (handle next to caboose).....		Maximum Frt. Train Speed.

Wrecking Cranes (Self-propelling).....	..	25
Bridge Derrick Cars (non-revolving), boom connected	..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.		

	<u>Miles Per Hour</u>	
	Passenger Trains	Freight Trains
3. SPEED RESTRICTIONS (Continued):		
Trains handling:		
Bridge Derrick Cars (non-revolving), boom disconnected.....		Maximum Frt. Train Speed.
<p>Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.</p>		
Bridge Derrick-Pile Driver (combination machine)...	..	25
<p>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.</p>		
American Ditchers, self-propelling.....	..	20
<p>American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.</p>		
Locomotive Cranes or Clam Shells.....	..	20
<p>Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.</p>		

	<u>Miles Per Hour</u>	
	Passenger Trains	Freight Trains
3. SPEED RESTRICTIONS (Continued):		
American Ditchers, loaded on flat cars.....	..	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	..	20
Jordan Spreaders and Spreader-Ditchers.....	..	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>		
Rail Unloaders.....		Maximum Frt Train Speed.
<p>Rail unloaders must have boom disconnected and stored on car.</p>		
<p>Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Cranes, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.</p>		
<p>Diesel engines (road or switch) for movement dead in tow, must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of Messenger, who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.</p>		
<p>Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to twenty (20) miles per hour; no restriction when necessary to block other drivers.</p>		
<p>Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 40 miles per hour.</p>		
<p>Dead engines with side rods in position, main rods disconnected, 35 miles per hour.</p>		
<p>Dead engines moving backward or with part or all side rods down, 15 miles per hour.</p>		
<p>Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.</p>		
<p>Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.</p>		
<p>Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restrictions, the Superintendent will issue special instructions covering.</p>		
<p>Engines not equipped with engine trucks either dead in tow or under steam in road movement must be moved tender forward.</p>		
<p>Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.</p>		
<p>Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.</p>		

SPECIAL INSTRUCTIONS

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS:

Track Location:

Permissible Speed in Miles per hour	Eastward or Northward				Westward or Southward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Coffeyville Subdiv.:

55	339	35	338	20	55	338	20	339	35
40	341	34	340	39	40	340	39	341	34
55	344	11	343	13	55	343	13	344	11
45	348	26	348	20	45	348	20	348	26
16	357	37	356	40	16	356	40	357	37
55	358	17	358	10	55	358	10	358	17
50	364	23	364	21	50	364	21	364	23
60	372	6	371	29	60	371	29	372	6
50	372	25	372	19	50	372	19	372	25
20	384	5	383	36	20	383	36	384	5
40	385	0	384	5	40	384	5	385	0
60	388	11	388	2	60	388	2	388	11
55	409	27	409	20	55	409	20	409	27
45	420	0	418	1	45	418	1	420	0
55	423	11	423	0	55	423	0	423	11
30	427	18	426	10	30	426	10	427	18
50	428	22	427	27	50	427	27	428	22
40	434	36	433	27	40	433	27	434	36
55	445	13	445	3	55	445	3	445	13
40	449	11	448	35	40	448	35	449	11
55	462	9	462	2	55	462	2	462	9

Conway Springs Subdiv.:

35	452	25	451	33	35	451	33	452	25
35	463	5	460	32	35	460	32	463	5
35	467	15	464	15	35	464	15	467	15
30	491	15	485	31	30	485	31	491	15
35	495	4	494	31	35	494	31	495	4

Arkansas City Subdiv.:

20	498	18	498	6	20	498	6	498	18
35	506	24	506	15	35	506	15	506	24
35	508	24	508	12	35	508	12	508	24
40	514	13	513	34	40	513	34	514	13
40	516	2	515	30	40	515	30	516	2

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

Track Location:

Permissible Speed in Miles per hour	Eastward or Northward				Westward or Southward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Wagoner Subdiv.:

30	639	24	640	24	30	640	24	639	24
45	618	2	618	29	45	618	29	618	2
55	616	1	616	25	55	616	25	616	1
55	612	16	613	14	55	613	14	612	16
30	609	10	610	10	30	610	10	609	10
55	585	27	586	4	55	586	4	585	27
45	564	1	564	13	45	564	13	564	1
40	560	23	560	27	40	560	27	560	23
50	559	18	559	28	50	559	28	559	18
50	556	2	556	11	50	556	11	556	2
45	553	23	554	9	45	554	9	553	23
50	552	17	552	29	50	552	29	552	17
50	551	5	551	15	50	551	15	551	5
55	549	22	550	2	55	550	2	549	22
55	544	5	545	4	55	545	4	544	5
60	538	8	538	14	60	538	14	538	8
45	536	1	536	7	45	536	7	536	1
45	534	22	535	2	45	535	2	534	22
60	531	10	531	20	60	531	20	531	10
40	525	17	526	10	40	526	10	525	17
50	516	2	516	16	50	516	16	516	2
45	507	20	507	28	45	507	28	507	20
35	503	2	503	7	35	503	7	503	2
50	502	1	502	23	50	502	23	502	1
55	501	16	501	20	55	501	20	501	16
50	500	4	500	12	50	500	12	500	4
40	497	22	498	38	40	498	38	497	22

Van Buren Subdiv.:

60	490	19	490	26	60	490	26	490	19
50	479	19	479	25	50	479	25	479	19
50	474	10	474	16	50	474	16	474	10
60	473	10	473	23	60	473	23	473	10
45	472	9	472	15	45	472	15	472	9
45	471	20	471	29	45	471	29	471	20
60	470	14	470	21	60	470	21	470	14
55	464	5	464	15	55	464	15	464	5
55	457	16	457	29	55	457	29	457	16
55	448	4	448	13	55	448	13	448	4
55	442	2	442	22	55	442	22	442	2
25	437	19	441	9	25	441	9	437	19
60	435	14	435	20	60	435	20	435	14
50	434	19	434	31	50	434	31	434	19
50	426	27	427	0	50	427	0	426	27
60	423	23	423	31	60	423	31	423	23
60	421	23	422	34	60	422	34	421	23
30	417	0	418	5	30	418	5	417	0
60	414	3	414	12	60	414	12	414	3
60	412	28	412	35	60	412	35	412	28
35	405	23	406	5	35	406	5	405	23
30	392	0	392	30	30	392	30	392	0
50	385	21	386	4	50	386	4	385	21
50	381	28	382	2	50	382	2	381	28
50	378	17	378	28	50	378	28	378	17
55	377	8	377	28	55	377	28	377	8
50	376	4	376	19	50	376	19	376	4
30	372	20	374	0	30	374	0	372	20
50	357	15	359	23	50	359	23	357	15
50	348	1	348	18	50	348	18	348	1

Clarksville Subdiv.:

45	436	32	437	7	45	437	7	436	32
30	443	15	443	33	30	443	33	443	15
15	447	0	447	7	15	447	7	447	0

LOCATION OF HOSPITAL, 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.....	GGrand 0500. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw.....	GGrand 8040. Main 1000.	34 Broadview Drive.....	Parkview 0674.
HOSPITAL	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.		
★Dr. G. V. Lewis, District Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.	1801 North Tyler.....	3-2483.
Dr. C. A. Rosenbaum, Assistant to District Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.	4723 Crestwood.....	3-2442.
Dr. T. Freedman, Visiting Surgeon.....	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.	2201 Battery.....	4-7115.
★Dr. R. R. Means, Division Surgeon.....	Osawatomie, Kan.....	First National Bank Bldg.....	18.	First Nat. Bank Bldg.....	18.
★Dr. W. L. Speer, Division Surgeon.....	Osawatomie, Kan.....	540 Main.....	193.	12th & Pacific.....	128.
★Dr. A. J. Turner.....	Garnett, Kan.....	520 Oak.....	80.	302 Walnut.....	80.
★Dr. M. W. Wells.....	Le Roy, Kan.....	Le Roy.....	91.	Le Roy.....	93.
EMERGENCY STATION	Yates Center, Kan.....	106 East Rutledge.....	239.		
★Dr. A. C. Dingus, Resident Surgeon.....	Yates Center, Kan.....	106 East Rutledge.....	239.	307 South State.....	255.
★Dr. J. W. McGuire.....	Neodesha, Kan.....	608 North Main.....	257.	623 Indiana.....	273.
★Dr. J. G. Hughbanks, Local & Disp. Surgeon.....	Independence, Kan.....	219 West Myrtle.....	2345.	620 East Maple.....	2346.
★Dr. F. W. Shelton.....	Independence, Kan.....	412-424 Citizens First National Bank Bldg.....	59.	West Oak Road.....	69.
EMERGENCY STATION	Coffeyville, Kan.....	Coffeyville General Hospital, 209½ West Ninth.....	201.		
★Dr. C. H. Fortner, Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.	614 Elm.....	571.
★Dr. H. J. Bagby, Division Surgeon.....	Coffeyville, Kan.....	806½ Walnut.....	20.	502 Spruce.....	520.
Dr. E. O. Squires, Asst. Division Surgeon.....	Coffeyville, Kan.....	201½ West Ninth.....	24.	605 Willow.....	181.
★★Dr. W. F. Coon.....	Caney, Kan.....	200½ West Fourth.....	261.	101 West Taylor.....	262.
★★Dr. R. S. Edwards.....	Cedarvale, Kan.....	Cedarvale.....	199.	Cedarvale.....	199.
Dr. E. M. Edwards, Local & Disp. Sur.....	Cedarvale, Kan.....	Cedarvale.....	199.	Cedarvale.....	199.
★★Dr. E. A. Marrs.....	Sedan, Kan.....	Marr Bldg.....	482.	Sedan.....	483.
★★Dr. D. J. Moore, Local & Disp. Surgeon.....	Dexter, Kan.....	Dexter.....	82.	Dexter.....	82.
★★Dr. C. C. Hawke.....	Winfield, Kan.....	State Bank Bldg., 104½ West Ninth.....	292.	306 West Ninth.....	1095.
EMERGENCY STATION	Conway Spgs., Kan.....	Spring and Seventh.....	9-W.		
★Dr. E. A. Evans, Resident Surgeon.....	Conway Spgs., Kan.....	Spring and Seventh.....	9-W.	South Sixth.....	9-Y.
★Dr. R. C. Young.....	Arkansas City, Kan.....	200½ South Summit.....	692.	R. F. D. No. 4.....	11F2.
Dr. H. M. Stricklen, Local & Disp. Sur.....	Arkansas City, Kan.....	219 Burford Bldg.....	731.	924 North A.....	136.
★Dr. E. C. Duncan.....	Fredonia, Kan.....	619 Monroes.....	27.	302 North Eleventh.....	552.
Dr. F. D. Lose.....	Madison, Kan.....	116 North Third.....	59.	118 East Lincoln.....	132.
★★Dr. F. A. Lang.....	Nowata, Okla.....	109 North Pine.....	616.	409 North Pine.....	614.
★Dr. F. A. Anderson.....	Claremore, Okla.....	419½ West Third.....	40.	306 East Second.....	102.
★Dr. J. H. Plunkett.....	Wagoner, Okla.....	Wagoner Hospital.....	246.	North Parkinson.....	254.
★★Dr. G. C. Wallia.....	Fort Gibson, Okla.....	Corner Drug Store.....	89.	Oak.....	83.
★Dr. F. W. Ewing, Local & Disp. Surgeon.....	Muskogee, Okla.....	Surety Bldg.....	738.	545 North Sixth.....	2342.
★★Dr. J. L. Holcomb, Local & Disp. Sur.....	Vian, Okla.....	Vian.....	53.	Vian.....	75.
★★Dr. W. H. Newtin, Local & Disp. Sur.....	Sallisaw, Okla.....	Creek & Oak.....	214.	Oak.....	114.
EMERGENCY STATION	Van Buren, Ark.....	822½ Main.....	36.		
★Dr. J. M. Stewart, Resident Surgeon.....	Van Buren, Ark.....	822½ Main.....	300.	1621 Elm.....	724.
EMERGENCY STATION	Ft. Smith, Ark.....	Sparks Memorial Hospital.			
★Dr. C. S. Holt, Division Surgeon.....	Ft. Smith, Ark.....	Holt-Krook Clinic, 1425 North Eleventh.....	6175.	Free Ferry Road.....	6086.
★Dr. F. Krock, Asst. Surgeon.....	Ft. Smith, Ark.....	Holt-Krook Clinic, 1425 North Eleventh.....	6175.	Free Ferry Road.....	3651.
★Dr. C. T. Chamberlain.....	Ft. Smith, Ark.....	Holt-Krook Clinic, 1425 North Eleventh.....	6175.	2701 Herbert.....	7539.
Dr. H. C. Dorsey.....	Ft. Smith, Ark.....	Holt-Krook Clinic, 1425 North Eleventh.....	6175.	201 Belle.....	7467.
★★Dr. B. L. Ware.....	Greenwood, Ark.....	Greenwood.....	58.	203 Oak.....	81.
★★Dr. O. J. Kirksey.....	Mulberry, Ark.....	Mulberry.....	35.	Mulberry.....	135.
★★Dr. W. H. Bollinger.....	Charleston, Ark.....	Charleston.....	453 and 454.	Charleston.....	452.
★Dr. I. H. Jewell, Local & Disp. Sur.....	Paris, Ark.....	First National Bank Bldg.....	8 F-2 and 8 F-3.	702 North Elm.....	300.
★★Dr. T. Douglas.....	Ozark, Ark.....	Arkansas Bank Bldg.....	201.	River at Toll Bridge.....	120.
★Dr. J. N. Kolb, Local & Disp. Surgeon.....	Clarkeville, Ark.....	114½ South Fulton.....	132.	121 Rogers.....	65.
★★Dr. R. L. Smith.....	Russellville, Ark.....	1806 West Main.....	92.	203 West Third.....	30.
Dr. L. M. Smith.....	Russellville, Ark.....	1806 West Main.....	92.	422 South Denver.....	594.
★★Dr. H. E. Mobley.....	Morrilton, Ark.....	207 South Moose.....	252.	404 South Moose.....	60.
★★Dr. A. L. Goatcher.....	Plumerville, Ark.....	Post Office Bldg.....			
★★Dr. E. L. Dunaway.....	Conway, Ark.....	Halter Bldg.....	942.	1716 Scott.....	888.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.

★★Medical Examiners for Examination only of Maintenance of Way Laborers (Form 339-B, 339-D), and other Applicants not required to take color perception test.

DR. O. B. ZEINERT, Chief Surgeon.