

DIVISION OFFICERS

- C. L. CHRISTY.....Superintendent.....Coffeyville, Kan.
- F. ROTHROCK.....Trainmaster, Coffeyville,
Conway Springs, Arkan-
sas City and Roper
Subdivs.....Coffeyville, Kan.
- E. J. DRIMMEL.....Trainmaster, Wagoner,
Van Buren, Greenwood,
Paris, and Clarksville
Subdivs.....Van Buren, Ark.
- B. B. BRENTON.....Assistant Trainmaster....Ft. Smith, Ark.
- R. R. OVERFELT.....Road Foreman of
Engines.....Van Buren, Ark.
- R. V. FALKNER.....Division Trainmaster ...Coffeyville, Kan.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

SOUTHERN KANSAS AND CENTRAL DIVISIONS

TIMETABLE No. 34

Effective 12:01 a. m. Sunday, May 23, 1954

CENTRAL STANDARD TIME

Superseding Timetable No. 33, effective February 1,
1953, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 12, THIS
DIVISION, EFFECTIVE JUNE 15, 1952.

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

R. P. HART, Chief Operating Officer.

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

W. H. BAILEY, Assistant General Superintendent
Transportation.

C. F. DOUGHERTY, General Manager.

V. A. GORDON, 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: Employees 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, employees 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When properly authorized, rules may be cancelled, superseded or changed by: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): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees 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.

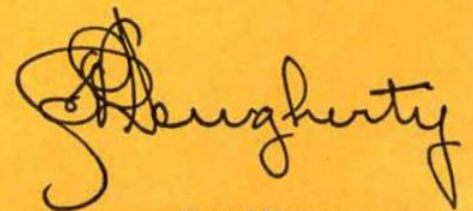
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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 employees — 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 employees 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.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Osawatomie.....	Cent. Kan.....126	Sou. Kan.....126	Indefinitely	.....	For connection.
".....	Sou. Kan.....125	Cent. Kan.....125	"	.....	" "
Durand.....	Wichita.....425	Sou. Kan.....125	"	.....	" "
".....	Sou. Kan.....126	Wichita.....426	"	.....	" "
Little Rock.....	Central.....126	Ark.....4	8:20 a. m.	10 Min.	For revenue passengers.

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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48

EXPLANATION OF CHARACTERS:

- ⓑ—Radio Base Station.
- C—Coal
- D—Diesel Fuel Oil.
- n—Northward.
- O—Fuel Oil
- s—Southward.
- T—Turntable.
- W—Water.
- Y—Wye Track.
- §—Track Scales.
- *—Mail Catcher.
- 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

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.
- m—Stop to receive or discharge revenue passengers and U. S. Mail.

GREENWOOD SUBDIV.—GREENWOOD JCT. TO GREENWOOD

Station Numbers	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 34 MAY 23, 1954	TRAINS SOUTHWARD						
			FIRST CLASS				SECOND CLASS		
			129 Passenger	125 Passenger			793 Local Freight	787 Local Freight	795 Local Freight
STATIONS		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
L 164	503.50	Note 1 CS. GREENWOOD JCT. Y	12 30PM	5 50PM			12 25AM	5 00AM	7 55AM
LG 4	507.29		P. WEST FT. SMITH, OKLA.						
LD 5	508.02		LS. FORT SMITH, ARK. WY.	\$ 12 42PM	\$ 6 05PM			12 50	5 30AM	8 15
	509.36	S. L.-S. F. CROSSING							
	509.37	K. C. S. CROSSING							
LG 7	510.54	COLEMAN							
	510.79	SUBURBAN JCT.							
LG 9	512.18	P. AC JCT					1 10		8 25AM
LG 11	514.71	BUELL							
	520.77	JENNY LIND							
LG 23	526.06	LS. GREENWOOD Y					1 45AM		
	22.56		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

GREENWOOD SUBDIV.—GREENWOOD TO GREENWOOD JCT.

Siding Capacity in Cars	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 34 MAY 23, 1954	TRAINS NORTHWARD						
			FIRST CLASS				SECOND CLASS		
			126 Passenger	120 Passenger			794 Local Freight	786 Local Freight	796 Local Freight
STATIONS		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
70	503.50	Note 1 CS. GREENWOOD JCT. Y	1 05PM	6 30PM			4 35AM	6 15AM	1 15PM
	507.29		P. WEST FT. SMITH, OKLA.						
Yd.	508.02		LS. FORT SMITH, ARK. WY.	12 57PM	6 20PM			4 20	6 00AM	1 00
	509.36	S. L.-S. F. CROSSING							
	509.37	K. C. S. CROSSING							
	510.54	COLEMAN							
	510.79	SUBURBAN JCT.							
	512.18	P. AC JCT					2 55		12 50PM
	514.71	BUELL							
	520.77	JENNY LIND							
	526.06	LS. GREENWOOD Y					2 15AM		
	22.56		Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

Note 1.—Between Greenwood Jct. and Fort Smith, Signal Indication, both Opposing and Following Movements.

COFFEYVILLE SUBDIV.—SK JCT. TO COFFEYVILLE

Station Numbers	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 34 MAY 23, 1954	TRAINS SOUTHWARD							
			FIRST CLASS	SECOND CLASS						
			125 Passenger Daily	783 Red Ball Freight Daily Ex. Monday	161 Red Ball Freight Daily	199 Local Freight Daily Ex. Sunday	175 Red Ball Freight Daily	169 Red Ball Freight Daily	167 Red Ball Freight Daily	181 Red Ball Freight Daily
		KANSAS CITY								
		CS... OSAWATOMIE... @DW	10 20AM		3 00AM		7 00AM	11 30AM	4 30PM	8 00PM
341	333.17	1.29			6 30AM		7 00AM	11 00AM	4 00PM	9 45PM
		Note 1 CS... SK JCT... Y	10 23AM		6 33AM		7 05AM	11 04AM	4 05PM	9 50PM
	334.46	7.65								
R 9	342.11	P... LANE... *	m 10 33		6 48		7 25	11 14	4 16	10 02
		6.06								
R 15	348.17	LS... GREELEY... *	a 10 39		7 00		7 40	11 22	4 30	10 10
		5.30								
R 20	353.47	P... HECLA... *	10 44	176	7 10		7 50	11 29	4 42	10 17
		3.97								
	357.44	A. T. & S. F. CROSSING								
		0.17								
R 24	357.61	CS... GARNETT... *	s 10 56		7 30		8 15	11 35	5 00	10 22
		4.20								
R 29	361.81	P... BIRCH... *	11 01		7 40		8 30	11 43	5 20	10 28
		4.55								
R 33	366.36	P... MONT IDA... *	11 06		7 50		8 40	11 49	5 30	10 39
		5.55								180
R 39	371.91	P... DIXON... *	11 12		8 02	174	8 50	11 57AM	5 45	10 49
		1.76								168
R 41	373.67	LS... WESTHALIA... *	a 11 15				8 55			
		3.79								
R 44	377.46	TP... ALICEVILLE... *	11 19		8 15		9 05	12 04PM	6 00	10 56
		6.41								
	383.87	P... RO SIDING... *	11 26		8 25		9 30	12 12	6 12	11 04
		0.53						198		1 08
R 51	384.40	LS... LE ROY... *	s 11 29				9 35			
		2.64								
R 54	387.04	CS... MOODY... *								
		0.02								
	387.06	M.-K.-T. CROSSING								
		4.85								
R 59	391.91	TP... VERNON... *	11 37	198	8 55	176	9 50	12 26	6 30	11 16
		6.67								
	398.58	WICHITA DIV. CROSSING								
		0.01								
H 85	398.59	CS... DURAND... DY	11 45AM		9 15		10 20	12 40	7 00	11 30
		6.70	12 01PM						126	1 45
R 72	405.29	LS... ROSE... *	12 08		9 26		10 35	12 50	7 10	11 40
		5.96							170	1 55
R 78	411.25	LS... BUFFALO... *	a 12 14		9 34		10 45	12 59	7 21	11 49
		3.91							180	2 05
R 82	415.16	LS... ROPER... Y	12 18		9 40		11 00	1 07	7 27	11 57PM
		2.46								2 12
	417.62	A. T. & S. F. CROSSING								
		0.08								
R 85	417.70	P... BENEDICT... *								
		2.83								
R 88	420.53	P... GULFORD... *	12 23		9 53	198	11 29	1 17	7 35	12 07AM
		6.71								2 22
R 94	427.24	LS... ALTOONA... *	a 12 31		10 02		11 55AM	1 28	7 45	12 18
		7.58								2 45
R102	434.82	LS... NEODESHA... D	s 12 39	199	10 15		12 39PM	1 43	8 00	12 33
		0.05					125			3 00
	434.87	S. L.-S. F. CROSSING								
		6.53								
R109	441.40	P... SYCAMORE... *	12 51		10 30		1 00	1 56	8 15	12 46
		6.97								3 15
	448.37	A. T. & S. F. CROSSING								
		0.23								
	448.60	A. T. & S. F. CROSSING								
		0.51								
R116	449.11	CS... INDEPENDENCE... DY	s 1 03		10 48		1 25	2 11	8 30	1 01
		4.01								3 45
R120	453.12	P... BLAKE... *	1 08		10 58		1 31	2 21	8 50	1 11
		4.42								3 55
R125	457.54	... JEFFERSON... *								
		4.91								
R130	462.45	Note 1 CS... DEARING... *	1 18	4 25AM	11 15		1 43	2 40	9 20	1 23
		5.38								4 15
R135	467.83	LS... COFFEYVILLE... @DW	s 1 35PM	5 10AM	11 50AM		1 55PM	3 00PM	10 00PM	1 40AM
		134.66	Daily	Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between SK Jct. and Lane, Signal Indication, both Opposing and Following Movements.

Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

COFFEYVILLE SUBDIV.—COFFEYVILLE TO SK JCT.

Siding Capacity in Cars	Miles from St. Louis (Via Kansas City)	TIMETABLE No. 34 MAY 23, 1954		TRAINS NORTHWARD										
				FIRST CLASS		SECOND CLASS								
				126 Passenger		174 Red Ball Freight	176 Red Ball Freight	198 Local Freight Daily Ex. Sunday	168 Red Ball Freight Daily	780 Red Ball Freight Daily Ex. Sunday	180 Red Ball Freight Daily	170 Red Ball Freight Daily		
STATIONS				Daily		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily			
		KANSAS CITY		11 00PM			3 30PM		2 00AM			1 30AM		
Yd. 333.17		CS.....	OSAWATOMIE...@DW	s 8 50PM		10 00AM	11 45AM	4 00PM	8 35PM			11 50PM	10 00PM	
		Note 1												
		CS.....	SK JCT.....Y	8 40PM		9 50AM	11 40AM	3 55PM	8 30PM			11 45PM	9 50PM	
		P.....	LANE.....*	m 8 31		9 10	11 14	3 00	7 00			11 28	9 30	
125 342.11		LS.....	GREELEY.....*	a 8 25		9 00	11 00	2 50	6 40			11 12	9 20	
82 348.17		P.....	HECLA.....	8 19		8 50	10 44 ¹²⁵	2 30	6 30			11 03	9 10	
125 353.47														
			A. T. & S. F. CROSSING											
357.44		CS.....	GARNETT.....	s 8 13		8 40	10 34	2 20	6 20			10 52	9 00	
73 357.61		P.....	BIRCH.....	8 02		8 30 ¹⁹⁹	10 25	1 40	6 05			10 47	8 45	
92 361.81		P.....	MONT IDA.....	7 57		8 15	10 13	1 25	5 55			10 39 ¹⁶⁷	8 35	
366.36		P.....	DIXON.....	7 51		8 02 ¹⁶¹	9 57	1 05	5 45 ¹⁶⁹			10 32	8 25	
371.91		LS.....	WESTPHALIA.....*	a 7 48				12 55						
373.67		TP.....	ALICEVILLE.....*	7 43		7 40	9 44	12 32	5 30			10 25	8 15	
74 377.46		P.....	RO SIDING.....	7 36		7 28	9 30 ¹⁹⁹	12 12PM ¹⁷⁵	5 15			10 14	8 05	
100 383.87		LS.....	LE ROY.....*	s 7 33				11 50AM						
384.40														
			MOODY											
387.04			M.-K.-T. CROSSING											
387.06		TP.....	VERNON.....*	7 23		7 12	8 55 ¹⁶¹	11 37 ¹²⁵	4 55			9 59	7 40	
125 391.91			WICHITA DIV. CROSSING											
398.58		CS.....	DURAND.....DY	s 7 15		6 55	8 45	11 05	4 40			9 45	7 20	
109 398.59		LS.....	ROSE.....*	6 45		6 40	8 30	10 35 ¹⁹⁹	4 25			7 35	7 10 ¹⁶⁹	
76 405.29		LS.....	BUFFALO.....*	a 6 38		6 28	8 16	10 13	4 15			7 21 ¹⁶⁹	6 56	
69 411.25		LS.....	ROPER.....Y	6 33		6 20	8 10	10 03	4 05			6 50 ¹⁷⁰	6 50 ¹⁸⁰	
100 415.16			A. T. & S. F. CROSSING											
417.62		P.....	BENEDICT.....*	6 27 ¹⁸⁰		6 05	8 00	9 53 ¹⁶¹	3 50			6 27 ¹²⁶	6 40	
75 420.53		LS.....	ALTOONA.....*	a 6 20		5 50	7 50	9 30	3 35			5 50	6 25	
54 427.24		LS.....	NEODESHA.....D	s 6 10		5 35	7 35	9 15	3 20			5 35	6 15	
120 434.82			S. L.-S. F. CROSSING											
434.87		P.....	SYCAMORE.....*	5 53		5 20	7 23	8 50	3 10			4 50	6 00	
74 441.40			A. T. & S. F. CROSSING											
448.37			A. T. & S. F. CROSSING											
448.60		CS.....	INDEPENDENCE.....DY	s 5 45 ¹⁷⁰		5 05	7 08	8 35	3 00			4 20	5 45 ¹²⁶	
72 449.11		P.....	BLAKE.....	5 40		4 55	7 00	8 20	2 53			3 50	5 30	
70 453.12			JEFFERSON.....*											
457.54														
			DEARING.....*	5 30		4 15	6 45	8 05	2 40			3 10PM	3 30	5 15
125 462.45		LS.....	COFFEYVILLE...@DW	s 5 22PM		4 00AM	6 30AM	7 55AM	2 20PM			3 00PM	3 15PM	5 00PM
Yd. 467.83				Daily		Daily	Daily	Daily Ex. Sunday	Daily			Daily Ex. Sunday	Daily	Daily

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between SK Jct. and Lane, Signal Indication, both Opposing and Following Movements.
Between Dearing and Coffeyville, Signal Indication, both Opposing and Following Movements.

WAGONER SUBDIV.—COFFEYVILLE TO VAN BUREN YARD

Station Number	Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 34 MAY 23, 1954	TRAINS SOUTHWARD								
			FIRST CLASS		SECOND CLASS						
			125 Passenger	167 Red Ball Freight	791 Local Freight	191 Local Freight	161 Red Ball Freight	797 Local Freight	175 Red Ball Freight	169 Red Ball Freight	
STATIONS			Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	
R135	663.30	LS.....COFFEYVILLE..@DWY\$	1 50PM								
	662.83	TP...COFFEYVILLE YD., Kan. 0.47	1 57	2 15AM		8 00AM	1 10PM		4 00PM	11 00PM	
	660.55	CS. So. Coffeyville Tower, Okla. 2.28 (M-K-T. Crossing)									
L321	660.02	P. SOUTH COFFEYVILLE 0.53	2 01	2 20		8 10	1 15		4 10	11 05	
L311	650.70	LS.....LENAPAH.....* 9.32	s 2 11	2 33		8 22	1 30		4 38 ¹²⁶	11 20	
L308	645.56	TP.....DELAWARE.....* 5.14	s 2 19			8 30					
L300	640.19	CS.....NOWATA.....* 5.37	s 2 29	2 50		9 25	1 50		4 53	11 40	
L294	634.43	P.....WATOVA.....* 5.76	s 2 37 ¹⁹²	3 00		9 35	2 00		5 01	11 48	
L288	627.86	LS.....TALALA.....* 6.57	s 2 46	3 12		9 45	2 15 ¹⁹²		5 10	11 56PM	
L282	622.11	P.....OOLOGAH.....* 5.75	s 2 54 ¹⁷⁰	3 20		9 55	2 25		5 17	12 12A	
L275	615.00	P.....SAGEEYAH.....* 7.11	3 02	3 32		10 05	2 40 ¹⁷⁰		5 27	12 28	
	610.34	CLAREMORE TOWER (S. L.-S.F. Crossing) 4.66									
L270	609.76	CS.....CLAREMORE.....Y 0.58	s 3 25 ¹²⁶	3 51 ¹⁷⁶		10 18 ¹⁶⁸	2 50		5 37	12 35 ¹⁷⁴	
L265	604.92	P.....TIAWAH.....* 4.84									
L257	596.91	LS.....INOLA.....* 8.01	s 3 42	4 07		11 50AM	3 11 ¹²⁶		5 53	1 10	
L249	588.66	P.....NEODESHA.....* 8.25	3 52	4 18		12 05PM	3 40		6 05	1 25	
	581.56	CS. WAGONER TOWER (M-K-T. Crossing) 7.10									
L242	581.49	TP.....WAGONER.....Y 0.07	s 4 07	4 30		12 30 ¹⁹²	3 50		6 20	1 45	
	573.34	CS.....OKAY.....(K.O.S.G. Crossing) 8.15	s 4 17	5 15AM		1 02	4 00		7 00PM	2 05	
	568.68	S. L.-S. F. CROSSING 4.66									
L228	567.98	LS.....FORT GIBSON.....* 0.70	s 4 27			1 12	4 08			2 15	
L218	557.52	P.....BRAGGS.....* 10.46	s 4 40			1 30	4 22			2 32	
L211	550.60	P.....BLUFFS.....* 6.92	4 48			1 45	4 32			2 40	
L206	546.44	LS.....GORE.....* 4.16	s 4 56			2 03 ¹²⁶	4 40			2 47	
L201	540.87	P.....UPSON.....* 5.57	5 01			2 11	4 49			2 58	
L197	537.43	P.....VIAN.....* 3.44	s 5 06			2 18	4 56			3 04	
L190	530.41	P.....ASHBY.....* 7.02	5 15			2 28	5 06			3 15	
	526.70	CS. SALLISAW TOWER (K. C. S. Crossing) 3.71									
L186	525.81	TP.....SALLISAW.....* 0.89	s 5 20 ¹⁶¹			2 55	5 20 ¹²⁵			3 25	
L180	519.73	P.....HANSON.....* 6.08	5 31			3 05	5 40			3 35	
L173	513.11	LS.....MULDROW.....* 6.62	s 5 39			3 15	5 55			3 48	
L168	508.24	P.....ROLAND.....* 4.87	f 5 45			3 25	6 05			3 55	
	503.67	CS. Greenwood Jct., Okla. 4.57									
	498.41	S. L.-S.F. CROSSING, ARK. 5.26				6 15AM	3 35	6 15	1 15PM	4 05	
L158	498.01	.....VAN BUREN.....* 0.40	s 6 36							
	497.29	CS. VAN BUREN YARD...CDTW\$ 0.72	6 50PM			6 30AM	4 00PM	8 00PM	1 35PM	5 00AM	
	166.01		Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between Coffeyville Yd. and South Coffeyville, Signal Indication, both Opposing and Following Movements.
Between Greenwood Jct. and Van Buren Yard, Signal Indication, both Opposing and Following Movements.

8 VAN BUREN SUBDIV.-BETWEEN VAN BUREN YARD AND NORTH LITTLE ROCK

TRAINS SOUTHWARD				STATION NUMBERS	MILE FROM ST. LOUIS (Via North Little Rock)	TIMETABLE		SIDING CAPACITY IN CARS	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS			No. 34			FIRST CLASS	SECOND CLASS		
161 Red Ball Freight	169 Red Ball Freight	197 Local Freight	125 Passenger			MAY 23, 1954			126 Passenger	168 Red Ball Freight	190 Local Freight	174 Red Ball Freight
Daily	Daily	Daily Ex. Sunday	Daily	STATIONS		Daily	Daily	Daily Ex. Sunday	Daily			
9 15PM	8 10AM	5 30AM	7 00PM	L158	497.29	CS. VAN BUREN YARD...CDTWY	Yd.	12 05PM	6 40AM	2 45PM	5 15PM	
9 35	8 25	5 43	s 7 12	L149	489.45	LS.....ALMA.....*	75	f 11 47AM	6 05	2 30	4 52	
9 45	8 35	5 55 ¹⁶⁸	7 17	L145	484.65	P.....DYER.....*	90	m 11 39	5 55 ¹⁹⁷	2 15	4 44	
		6 04		L140	479.79	TP.....MULBERRY.....*		f 11 33		2 05		
10 05	8 55	6 11	7 27	L136	475.51	P.....KD SIDING.....	94	11 27	5 35	1 55	4 30	
10 15	9 05	6 19	7 33	L130	470.00	P.....POPING.....	131	11 19	5 25	1 45	4 20	
10 25	9 13	7 00	s 7 43	L125	464.81	LS.....OZARK.....*	78	s 11 12	5 15	1 35	4 10	
10 45	9 30	7 11	a 7 53	L119	456.59	P.....ALIX.....	125	a 11 00	5 01	1 15	3 55	
11 05	9 47	7 20	f 8 03	L112	449.31	LS.....HARTMAN.....*	91	10 50	4 49	12 55	3 44	
				L107	445.12	.....MONTANA.....*		m 10 44			
				L105	443.02	LS.....SPADRA.....Y*	90	m 10 40	4 39	12 35	3 35	
11 20	9 58	7 29	8 12		442.57	P.....AA JCT.....		10 38AM	4 38	12 20PM	3 34	
11 21	9 59	7 30AM	8 14PM									
		Via Clarksville Subdiv.	Via Clarksville Subdiv.					Via Clarksville Subdiv.				
11 40	10 14 ¹²⁶	7 55AM	8 33PM	L 93	435.85	P.....BB JCT.....		10 14AM ¹⁶⁹	4 19	11 59AM	3 21	
11 45PM	10 19	8 00	8 38	L 91	433.54	P.....KNOXVILLE.....*	91	s 10 10	4 15	11 55	3 18	
12 15AM	10 28	8 10	8 45	L 85	427.85	P.....SCOTIA.....	90	10 02	4 08	11 45	3 10	
				L 82	425.46	.....LONDON.....*		m 9 59		11 40	
12 45	11 00 ¹⁹⁰	9 50 ¹²⁶	s 9 01	L 75	417.77	LS.....RUSSELLVILLE...CWY	118	s 9 50 ¹⁹⁷	3 52	11 00 ¹⁶⁹	2 55	
					417.60	.....D. & R. CONNECTION.....					
			s 9 07	L 69	412.09	.....POTTSVILLE.....*		s 9 38		10 25	
1 05	11 15	10 20 ¹⁹⁰	9 11	L 68	410.70	P.....WORTHEN.....	141	9 35	3 32	10 20 ¹⁹⁷	2 32	
1 15	11 25	10 45	s 9 21	L 63	405.85	LS.....ATKINS.....*	54	s 9 29	3 25	9 52	2 25	
1 25	11 35	11 00	s 9 28	L 57	400.09	P.....BLACKVILLE.....*	90	s 9 21	3 15	9 42	2 15	
1 40	11 50AM	11 18	s 9 41	L 50	392.53	LS.....MORRILTON.....	90	s 9 12	3 00	9 32	2 00	
			s 9 47	L 44	386.80	TP.....PLUMERVILLE.....*		s 9 05				
2 05	12 11PM	11 35AM	s 9 53	L 38	381.39	P.....MENIFEE.....*	91	s 8 58 ¹⁹⁰	2 45	8 58 ¹²⁶	1 45	
				L 36	378.82	P.....GLEASON.....						
2 30 ¹⁶⁸	12 40	12 01PM	s 10 06	L 30	373.14	CS.....CONWAY.....	144	s 8 47	2 30 ¹⁶¹	7 55	1 25	
2 50	1 00 ¹⁷⁴	12 25	10 18	L 21	363.65	P.....MAYFLOWER.....*	90	8 37	2 07	7 32	1 00 ¹⁶⁹	
				L 17	359.82	P.....PALARM.....						
				L 13	356.29	P.....WEST MARCHE.....						
3 17	1 20	12 45 ¹⁷⁴	10 30	L 10	353.30	P.....MARCHE.....	92	8 26	1 47	7 08	12 45 ¹⁹⁷	
3 32	1 35	1 00	10 40		346.01	P.....JK JCT.....		8 17	1 35	6 50	12 35	
				L 3	345.73	.....LEVY.....					
					345.63	.....MILITARY JCT.....					
4 00	2 04	1 10	10 45		344.26	P.....XO JCT.....		8 14	1 31	6 46	12 31	
5 00AM	4 00PM	2 30PM		X344	343.67	CS. NO. LITTLE ROCK. @CDOTWY	Yd.		1 30AM	6 45AM	12 30PM	
			11 00PM	X346	345.68	.....LITTLE ROCK.....		8 10AM			
Daily	Daily	Daily Ex. Sunday	Daily			Passenger (to Little Rock).....		Daily	Daily	Daily Ex. Sunday	Daily	
						Freight (to No. Little Rock).....						

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, are miles painted on Telegraph Poles, and are not actual.

Note 1.—Between JK Jct. and XO Jct., Signal Indication with Current of Traffic.

Note 2.—Between XO Jct. and Little Rock, be Governed by Arkansas Division Special Instructions.

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

9

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 34 MAY 23, 1954	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS			
	197 Local Freight		125 Passenger						126 Passenger		
	Daily Ex. Sunday		Daily		STATIONS			Daily			
7 30AM		8 14PM		447.25	P.....AA JCT.....			10 38AM			
7 40		s 8 18		443.74	LS.....CLARKSVILLE.....	L101	13	s 10 33			
7 50		f 8 28		438.37	LS.....LAMAR.....*	L 95	38	f 10 20			
7 55AM		8 33PM		435.85	P.....BB JCT.....	L 93		10 14AM			
	Daily Ex. Sunday		Daily		11.40			Daily			

ROPER SUBDIV.—BETWEEN ROPER AND FREDONIA

TRAINS WESTWARD				Miles from St. Louis (Via Kansas City)	TIMETABLE No. 34 MAY 23, 1954	Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS		799 Local Freight						SECOND CLASS			
	Daily Ex. Sunday								798 Local Freight		
	Daily Ex. Sunday				STATIONS			Daily Ex. Sunday			
		5 30PM		415.16	LS.....ROPER.....Y	R 82		5 10PM			
		5 50		420.98	.....SEXTON.....	RC 6		4 50		
				425.33	.....A. T. & S. F. CROSSING.....					
		6 10PM		426.58	LS.....FREDONIA.....§	RC12	24	4 30PM			
	Daily Ex. Sunday				11.42			Daily Ex. Sunday			

PARIS SUBDIV.—BETWEEN AC JCT. AND PARIS

TRAINS SOUTHWARD				Miles from St. Louis (Via North Little Rock)	TIMETABLE No. 34 MAY 23, 1954	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		795 Local Freight						SECOND CLASS			
	Daily Ex. Sunday								796 Local Freight		
	Daily Ex. Sunday				STATIONS			Daily Ex. Sunday			
		8 25AM		512.18	P.....AC JCT.....	LG 9		12 50PM			
		8 40		512.82	LS..SOUTH FORT SMITH.....	LD10	15	12 45			
		8 48		515.65	.....KK SIDING.....	LD13	50	12 38		
		8 55		518.14	.....BARLING.....	LD16	15	12 30		
		9 00		519.42	LS..CAMP CHAFFEE.....Y	LD17	43	12 25			
		9 20		526.18	P.....LAVACA.....	LD24		12 10PM			
		9 35		530.96	.....URSULA.....	LD29	5	11 55AM		
		9 50		535.30	LS.....CHARLESTON.....	LD33	9	11 45			
		9 55		536.06	P.....THESSING.....		37	11 42			
		10 05		540.08	.....BRANCH.....	LD38	6	11 32		
		10 15		544.16	P.....RATCLIFF.....	LD42		11 22			
		10 30		549.46	P.....HAMILTON MINE.....		37	11 10			
		10 40AM		553.11	LS.....PARIS.....CWY§	LD51	Yd.	11 00AM			
	Daily Ex. Sunday				40.93			Daily Ex. Sunday			

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

10 CONWAY SPRINGS SUBDIV.—BETWEEN DEARING AND CONWAY SPRINGS

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIMETABLE No. 34 MAY 23, 1954			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS				STATIONS	SECOND CLASS					
781 Red Ball Freight Daily Ex. Sunday	785 Local Freight Tue., Thur., Sat.				782 Red Ball Freight Daily Ex. Monday	784 Local Freight Mon., Wed., Fri.				
3 10PM		428.71	CS.....	DEARING.....	R 130		4 25AM			
3 25		435.15		6.44 TYRO.....	NL 12	21	4 05			
3 45		442.13	LS.....	6.98 CANEY.....	NL 19	24	3 50			
		442.27		0.14 A. T. & S. F. CROSSING.....						
4 00		447.78	P.....	5.51 NIOTAZE.....	NL 24	8	3 30			
4 12		453.25		5.47 PERU.....	NL 30	30	3 15			
4 30		458.92	LS.....	5.67 SEDAN.....	NL 36	17	3 00			
		467.77	P.....	8.85 GIBBS.....	NL 44	9	2 15			
4 50		472.42		4.65 WAUNETA.....	NL 49	18	2 05			
5 02		474.73	TP.....	2.31 LAYTON.....	NL 51	11	1 55			
5 08		480.99	LS.....	6.26 CEDARVALE.....	NL 58	46	1 40			
5 23		484.89	P.....	3.90 TAUSSIG.....	NL 62	21	1 35			
5 45		490.83	P.....	5.94 HOOSER.....	NL 68	28	1 25			
6 00		497.71	LS.....	6.88 DEXTER.....	NL 74	41	1 10	5 00PM		
6 20	8 00AM	498.12	P.....	0.41 DEXTER JCT.....	NL 75		12 59AM	4 55		
6 25PM	8 05	503.71		5.59 EATON.....	NL 80	28		4 40		
	8 20	508.70		4.99 TISDALE.....	NL 85	12		4 25		
	8 35	517.25	LS.....	8.55 WINFIELD.....	NL 94			4 00		
	9 45	517.55		0.30 S. L.-S. F. CROSSING.....						
		517.56		0.01 A. T. & S. F. CROSSING.....						
		518.68		1.12 A. T. & S. F. CROSSING.....						
	10 15	527.18		8.50 OXFORD.....	NL104	24		2 30		
		537.61		10.43 M. V. CROSSING.....						
	10 45	537.94	TP.....	0.33 BELLE PLAINE.....	NL115	24		2 05		
		538.68		0.74 A. T. & S. F. CROSSING.....						
	11 05	544.40		5.72 RIVERDALE.....	NL121			1 45		
		544.53		0.13 C. R. I. & P. CROSSING.....						
	11 30	552.24		7.71 ANSON.....	NL129	20		1 20		
	11 55AM	558.73	LS.....	6.49 CONWAY SPRINGS.....	NL135	28		1 00PM		
Daily Ex. Sunday	Tue., Thur., Sat.			130.02			Daily Ex. Monday	Mon., Wed., Fri.		

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

TRAINS WESTWARD			Miles from St. Louis (Via Nevada)	TIMETABLE No. 34 MAY 23, 1954			Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS				STATIONS	SECOND CLASS					
781 Red Ball Freight Daily Ex. Sunday					782 Red Ball Freight Daily Ex. Monday					
6 25PM		498.12	P.....	DEXTER JCT.....	Y		12 59AM			
		506.85	P.....	8.73 VINTON.....	NB 9					
7 05		513.50	LS.....	6.65 SILVERDALE.....	NB15	37	12 25			
		522.58		9.08 A. T. & S. F. CROSSING.....						
7 30		522.59		0.01 MIDLAND VALLEY JCT.....			12 03			
		522.90	LS.....	0.31 ARKANSAS CITY.....	Y	NB25	Yd.	12 01AM		
Daily Ex. Sunday				24.78			Daily Ex. Monday			

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

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

- Paris Subdiv.: No. 795 is superior to No. 796.
- Greenwood Subdiv.: No. 793 is superior to No. 794.
- Greenwood Subdiv.: No. 795 is superior to No. 796.
- Conway Springs Subdiv.: No. 781 is superior to No. 782.
- Arkansas City Subdiv.: No. 781 is superior to No. 782.

Between:

- Coffeyville Yard, Yard Office and Signals 4666-4667;
- Signals 4666-4667 and Coffeyville Passenger Station;
- Junction Switch, Dearing, and Mile Post 429, pole 10, Conway Springs Subdiv.; and
- Mile Post 442, pole 2 Caney, Kans. and Mile Post 442, pole 22,

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

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"..... Engines other than Diesel with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

	Miles Per Hour	
	Consist "A"	Consist "B"
	Track without slow speed signs	Track without slow speed signs
Coffeyville Subdiv.....	50	65
Conway Springs Subdiv.:		
Between Dexter and Dearing.....	30	30
Between Dexter and Belle Plaine.....	30	30
Between Belle Plaine and Conway Springs.....	20	20
Arkansas City Subdiv.....	30	30
Roper Subdiv.....	30	30
Wagoner Subdiv.:		
Between Van Buren Yard and Fort Gibson.....	50	65
Between Fort Gibson and Coffeyville.....	50	75
Van Buren Subdiv.:		
Between North Little Rock and JK Jct.....	50	65
Between JK Jct. and BB Jct.....	50	70
Between BB Jct. and Van Buren Yard.....	50	65
Greenwood Subdiv.:		
Between Greenwood Jct. and north end of Bridge 2 over Arkansas River at Fort Smith.....	50	65
Between Fort Smith and Greenwood.....	25	35
Clarksville Subdiv.....	40	59
Paris Subdiv.:		
Between AC Jct. and Camp Chaffee.....	40	40
Between Camp Chaffee and Paris.....	35	40

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.

MISSOURI PACIFIC ENGINES

Steam	MPH	Steam	MPH	Diesel	MPH
1 to 173.....	60	2348 to 2389.....	55	9000 to 9022.....	35
330 to 389.....	50	5309 to 5316.....	80	9102 to 9191.....	35
402 to 485.....	45	5322 to 5323.....	90	9200 to 9239.....	35
1011 to 1028.....	55	5335 to 5344.....	80		
1032 to 1065.....	53	6404 to 6436.....	80		
1103 to 1110.....	55	6607 to 6628.....	80		
1113 to 1120.....	63	9301 to 9318.....	25		
1154 to 1161.....	80	9603 to 9610.....	25		
		9706 to 9783.....	25		
1205 to 1280:					
Psg. Service.....	55				
Frt. Service.....	63				
		Diesel	MPH		
1301 to 1324:		201 to 208.....	65		
Psg. Service.....	55	301 to 380.....	65		
Frt. Service.....	63	501 to 626.....	65		
		800 to 815.....	30		
1403 to 1571:		4100 to 4101.....	35		
Psg. Service.....	55	4102 to 4103.....	75		
Frt. Service.....	63	4104 to 4289.....	65		
1716.....	50	7000 to 7021.....	98		
1721 to 1729.....	63	7100.....	90		
2201 to 2215.....	90	8001 to 8036.....	98		

T&P
DIESEL ENGINES

- 1100 to 1130..... 65
- 1500 to 1582..... 65
- 2000 to 2017..... 85

MV-KO&G-OCAA
DIESEL ENGINES

- 751 to 756..... 65

Motor Cars:

- Gas electric passenger..... 60
- 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:

- Steam road engines, (light or with one car behind)..... 45

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

STEAM engines moving backward, with or without cars, or any engine moving forward shoving cars; and
DIESEL engines moving backward without pilot on end facing direction of movement:

- Subdiv.:
- Coffeyville, Wagoner, Van Buren, Clarksville and Greenwood between Greenwood Jct. and Ft. Smith..... 25
- Conway Springs, Arkansas City, Roper, Paris and Greenwood between Ft. Smith and Greenwood..... 15
- Steam engines not equipped with engine trucks must be moved tender forward in road movement.

3-C. Through Turnouts and Crossovers, and Spring Switches:

- Through No. 10 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).

SPECIAL INSTRUCTIONS

Miles Per Hour

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

Consist "A" Consist "B"

Coffeyville Subdiv.:

Speed Restrictions will apply until engine reaches Resume Speed Sign at following locations:

Southward Trains

Mile Post 356, Pole 40 to Mile Post 357, Pole 37.
Mile Post 426, Pole 10 to Mile Post 427, Pole 18.

Northward Trains

Mile Post 427, Pole 18 to Mile Post 426, Pole 10.

Greenwood Subdiv.:

All trains over Arkansas River Bridge at Ft. Smith 10 10

Engines classifying over E-52 must not exceed 5 MPH over bridge No. 2, Arkansas River, at Fort Smith and they must not be double-headed with any engine over this bridge.

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.

Van Buren Subdiv.:

Between Military Jct. and End of Track, Camp Joseph T. Robinson Spur, trains and engines will be governed by permanent speed restriction signs.

Ozark, Philpot Lead..... 15 15

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

Eastward or Northward					Westward or Southward				
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

Coffeyville Subdiv.:

30	334	41	334	31	55	338	20	339	35
55	339	35	338	20	40	340	39	341	34
40	341	34	340	39	55	343	13	344	11
55	344	11	343	13	45	348	20	348	26
45	348	26	348	20	16	356	40	357	37
16	357	37	356	40	55	358	10	358	17
55	358	17	358	10	60	371	29	372	6
60	372	6	371	29	50	372	19	372	25
50	372	25	372	19	20	383	36	384	5
20	384	5	383	36	40	384	5	385	0
40	385	0	384	5	60	388	2	388	11
60	388	11	388	2	55	409	20	409	27
55	409	27	409	20	55	418	1	418	20
55	418	20	418	1	60	419	12	420	0
60	420	0	419	12	55	423	0	423	11
55	423	11	423	0	30	426	10	427	18
30	427	18	426	10	50	427	27	428	22
50	428	22	427	27	40	433	27	434	11
40	434	11	433	27	20	434	11	434	31
20	435	9	434	36	55	445	3	445	13
55	445	13	445	3	40	448	35	449	11
20	449	11	448	35	55	462	2	462	9
55	462	9	462	2					

Arkansas City Subdiv.:

20	498	18	498	6	20	498	6	498	18
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Paris Subdiv.:

20	512	11	512	8	20	512	8	512	11
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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

Greenwood Subdiv.:

30	507	18	507	10	30	507	10	507	18
10	507	30	507	18	10	507	18	507	30
20	512	8	512	5	20	512	5	512	8

3-D. Concluded:

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
65	620	2	620	11	65	620	11	620	2
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
70	585	27	586	4	70	586	4	585	27
65	571	16	571	24	65	571	24	571	16
65	568	8	568	15	65	568	15	568	8
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
55	464	5	464	15	55	464	15	464	5
55	448	4	448	13	55	448	13	448	4
55	442	2	442	22	55	442	22	442	02
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
65	425	14	425	24	65	425	24	425	14
60	421	23	423	0	60	423	0	421	23
30	417	0	418	5	30	418	5	417	0
60	414	3	414	12	60	414	12	414	3
55	412	28	412	35	55	412	35	412	28
65	394	29	395	8	65	395	8	394	29
30	392	0	392	30	30	392	30	392	0
60	386	4	387	15	60	387	15	386	4
55	385	8	386	4	55	386	4	385	8
65	383	4	383	7	65	383	7	383	4
50	381	28	382	2	50	382	2	381	28
65	380	0	380	11	65	380	11	380	0
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
60	375	20	375	27	60	375	27	375	20
30	372	20	374	0	30	374	0	372	20
60	359	25	360	5	60	360	5	359	25
25	359	10	359	25	25	359	25	359	10
50	357	15	359	10	50	359	10	357	15
55	347	16	348	18	55	348	18	347	16
					30	346	0	345	30

	Miles Per Hour
3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	
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 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.	
Steam Engines dead in tow or disabled under steam:	
With all side rods in position, main rods disconnected..	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.	
With part or all of side rods down.....	15
With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders.....	40
Steam Engines moving backward in tow: (Side Rods in position)	
Conway Springs, Arkansas City, Roper and Paris Subdivs. and between Ft. Smith and Greenwood.....	15
Other Subdivs.	25
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
Disabled Steam Engines:	
With all or part of side rods down.....	15
With front drivers blocked.....	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Engines without full set of driving wheels, or with disabled engine truck or trailer truck may be moved to first siding to clear main track at speed not exceeding. Further movement must be authorized by Superintendent.	6
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side.....	
With flat spot 3 1/2" or more in length on driving tires..	20
With flat spot 2 3/4" or more in length on engine truck, trailer or tender wheels.....	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.	

	Miles Per Hour
3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):	
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 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 handled next to caboose.	
3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:	
When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.	

LOCATION OF 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	G Grand 0500. Main 1900.		
HOSPITAL	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	1110 Cumberland	6-1515.
★Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	2018 Wolfe	5-8693.
★Dr. L. G. Holt, Assistant District Surgeon	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	120 Rice	20-1183.
★Dr. S. C. Fulmer, Physician In Charge	Little Rock, Ark.	1310 Lincoln	4-5058 and 26221	1009 Main	737.
Dr. C. H. Johnson	Osawatomie, Kan.	First National Bank Bldg.	18.	12th & Pacific	128.
★Dr. W. L. Speer, Division Surgeon	Osawatomie, Kan.	540 Main	193.	302 Walnut	80.
★★Dr. A. J. Turner	Garnett, Kan.	520 Oak	80.		
EMERGENCY STATION	Yates Center, Kan.	106 East Rutledge	239.	307 South State	258.
★Dr. A. C. Dingus, Resident Surgeon	Yates Center, Kan.	106 East Rutledge	239.	408 East Rutledge	237.
★★Dr. G. R. Lee	Yates Center, Kan.	1111 South State	135.	607 North Main	123.
★★Dr. B. H. Rouse	LeRoy, Kan.		128.	623 Indiana	273.
★Dr. J. W. McGuire	Neodesha, Kan.	608 Main	257.	901 Iowa	364.
★★Dr. C. E. Stevenson	Neodesha, Kan.	106 South Fifth	623.	620 East Maple	2346.
★Dr. J. G. Hughbanks, Local & Disp. Surgeon	Independence, Kan.	219 West Myrtle	2345.		
EMERGENCY STATION	Coffeyville, Kan.	Coffeyville Memorial Hospital	3700.	1400 West Fourth	
★Dr. J. F. Coyle, Division Surgeon	Coffeyville, Kan.	205 West Seventh	273.	602 Elm	664.
★Dr. E. O. Squires, Asst. Division Surgeon	Coffeyville, Kan.	201½ West Ninth	2612.	605 Willow	181.
★Dr. A. E. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	286-3700.	608 Highland	2775.
★Dr. H. C. Martin, Division Surgeon	Coffeyville, Kan.	702 Maple	2038.	501 Overbrook	2143.
★★Dr. W. F. Coon	Caney, Kan.	200½ West Fourth	261.	101 West Taylor	262.
Dr. W. K. Walker, Local Surgeon	Cedarvale, Kan.	Cedarvale	30.	Cedarvale	135.
★★Dr. G. H. Hassard	Sedan, Kan.	111 E. Cherokee St.	642.	Sedan	643.
★★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.	South Sixth	9-Y.
★Dr. F. A. Evans, Resident Surgeon	Conway Spgs., Kan.	Spring and Seventh	9-W.		
Dr. F. D. Evans	Conway Spgs., Kan.	Spring and Seventh	9-W.		
★Dr. W. G. Weston	Arkansas City, Kan.	507 AC Office Bldg.	93.	Circle Drive	18W.
★Dr. R. F. Morton	Arkansas City, Kan.	Ark. City Clinic	192.	926 North Summit	3354.
★Dr. T. E. Hill	Arkansas City, Kan.	AC Office Bldg.	30.	407 West Vine	172.
★Dr. L. E. Beal	Fredonia, Kan.	318 North Sixth	32.	109 South Fifteenth	544.
★★Dr. R. J. Beal	Fredonia, Kan.	600 Madison	268.	136 South Fifth	505.
★★Dr. S. A. Lang	Nowata, Okla.	109 North Pine	616.	409 North Pine	614.
★Dr. P. S. Anderson	Claremore, Okla.	417½ West Third	40.	122 East Fifth	70.
★★Dr. M. E. Gordon	Claremore, Okla.	407½ West Third	68.	1515 West Talbert	746.
★★Dr. H. R. Tuttle	Wagoner, Okla.	110 North Main	246.	1005 SE 10th	656.
★Dr. E. A. Jones, Local Surgeon	Wagoner, Okla.	Box 577	349.	616 North State	446.
★★Dr. G. C. Wallis	Fort Gibson, Okla.	Corner Drug Store	89.		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	71.	Vian	75.
★★Dr. S. S. Kirkland, Local Surgeon	Sallisaw, Okla.		214.		222.
EMERGENCY STATION	Van Buren, Ark.	823½ Main	36.		
★Dr. C. B. Dixon, Asst. Surgeon	Van Buren, Ark.	814½ East Main	228.	1200 Cherry	494.
★★Dr. R. Cowan	Van Buren, Ark.	814½ East Main	234.	100 Cane Hill	560-W.
EMERGENCY STATION	Ft. Smith, Ark.	Sparks Memorial Hospital			
★Dr. F. H. Krook, Division Surgeon	Ft. Smith, Ark.	Holt-Krook Clinic, 1425 North Eleventh	6175.	3700 Free Ferry Road	4832.
★Dr. R. E. Crigler	Ft. Smith, Ark.	Holt-Krook Clinic, 1425 North Eleventh	6175.	1328 Bluff	8648.
★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.	301 Belle	7467.
Dr. J. D. Olson	Ft. Smith, Ark.	Holt-Krook Clinic, 1425 North Eleventh	24029.	310 Belle	4180.
Dr. H. R. Burkert, Dental Surgeon	Ft. Smith, Ark.	716 First National Bank Bldg.	4362.	1509 South Albert Pike	7890.
★★Dr. C. W. Hall, Local & Disp. Surgeon	Greenwood, Ark.	Greenwood	66.	Sycamore	3.
★★Dr. O. J. Kirksey	Mulberry, Ark.	Mulberry	35.	Mulberry	135.
★★Dr. W. H. Bollinger	Charleston, Ark.		454.	Charleston	453.
★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. P. W. Kosnig	Alma, Ark.		44.		164.
★★Dr. W. H. Gibbons, Local & Disp. Surgeon	Ozark, Ark.	Ozark	166.	Ozark	324.
★★Dr. C. C. Long, Jr., Local & Disp. Surgeon	Ozark, Ark.	Ozark	130.	503 West Main	53.
★★Dr. W. C. Porter, Local & Disp. Surgeon	Ozark, Ark.	Ozark		Ozark	128.
★★Dr. E. W. Pillstrom	Ozark, Ark.	Ozark & Altus	10 and 21.	Altus, Ark.	59.
★Dr. J. M. Kolb, Local & Disp. Surgeon	Clarksville, Ark.	114½ South Fulton	133.	121 Rogers	65.
★★Dr. G. L. Hardgrave	Clarksville, Ark.	801 West Sevier	351W.		351J.
★★Dr. R. I. Smith	Russellville, Ark.	1806 West Main	92.	203 West Third	30.
★★Dr. W. O. Young	Russellville, Ark.	213 South Denver	164.	1320 North Ark	79.
★★Dr. E. P. Griffin	Atkins, Ark.	Goodbye Bldg.	150.	402 Darr	7.
★★Dr. H. E. Mobley	Morrilton, Ark.	207 South Moose	252.	404 South Moose	60.
★★Dr. C. H. Dickerson	Conway, Ark.	825 Center	140.	1721 Scott	1.
★★Dr. E. L. Dunaway	Conway, Ark.	Halter Bldg	942.	1716 Scott	888.

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