

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

No. 3 stop on signal at Webster Groves to receive passengers. Stop on signal at Leasburg and Marshfield to receive and discharge revenue passengers.

No. 4 stop at Marshfield to discharge revenue passengers, and stop on signal to receive revenue passengers. Stop on signal at Leasburg. Stop at Webster Groves to discharge passengers.

No. 9 stop on signal at Webster Groves to receive passengers.

No. 10 stop at Webster Groves to discharge passengers.

No. 105 stop on signal at Mansfield, Mountain Grove and Cabool to discharge revenue passengers from Kansas City, St. Louis, Tulsa and beyond and to receive revenue passengers for Memphis and beyond. Stop on signal Willow Springs and West Plains to discharge and receive revenue passengers and first class mail.

No. 106 stop on signal at Willow Springs, Cabool Mountain Grove and Mansfield to receive revenue passengers for Kansas City, St. Louis, Monett and beyond, and to discharge revenue passengers from Memphis and beyond. Stop daily at Mansfield to exchange U. S. Mail.

Nos. 107 and 108 stop on signal at Macomb, Portia, Tulot and Gilmore.

Nos. 807 and 808 stop on signal at Clarkdale and Marion to receive and discharge revenue passengers to and from River Division stations.

Nos. 58 and 59 will handle passengers between Clinton and Centropolis.

Nos. 58 and 59 will stop on signal at Dodson, Jeffreys and Harrelson.

SURGEONS

The following surgeons of the Frisco Employees' Hospital Association are authorized surgeons.

GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

Vencel W. Hollo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
W. D. Schierman, M. D.	Attending Physician
James C. Redington, Jr., M. D.	Attending Physician
Robert H. Ramsey, M. D.	Attending Physician
Hugh C. Crowell, M. D.	Attending Physician and Dispensary Surgeon
Robert C. Hoppe, M. D.	Dispensary Surgeon
Gus J. Furla, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
H. A. Lowe, Sr., M. D.	Division Surgeon
John W. Williams, M. D.	Oculist
R. B. Stewart, M. D.	Oculist

A. J. C. McCallum, M. D. (L)	Aurora	J. E. Wilson, M. D. (O)	Memphis
D. C. McCraw, M. D. (LE)	Bolivar	W. S. Burney, M. D. (L)	Miller
Ben H. Koon, M. D. (L)	Bolivar	F. T. Kerr, M. D. (DE)	Monett
Gordon W. Riffel, M. D. (L)	Bourbon	Kenneth Glover, M. D. (L)	Mt. Vernon
A. C. Parker, M. D. (L)	Clarkdale	S. W. Connor, M. D. (L)	Mtn. Grove
G. S. Walker, M. D. (LE)	Clinton	M. C. Walton, M. D. (L)	Mt. View
H. B. Walker, M. D. (L)	Clinton	D. B. Ecker, M. D. (LE)	Pacific
C. Mallette, M. D. (L)	Crocker	S. E. Schlicht, M. D. (L)	Richland
F. A. Elders, M. D. (L)	Cuba	E. E. Feind, M. D. (D)	Rolla
T. J. Burns, M. D. (L)	Houston	J. F. Pearl, M. D. (L)	St. Clair
D. S. Long, M. D. (LE)	Harrisonville	E. A. Stricker, M. D. (L)	St. James
Ralph Joseph, M. D. (L)	Hoxie	R. E. Mitchell, M. D. (L)	Salem
L. F. Gregory, M. D. (L)	Imboden	Martin M. Hart, M. D. (L)	Salem
M. O. Peeler, M. D. (DE)	Jonesboro	E. G. Beers, M. D. (LE)	Seymour
M. E. Blanton, M. D. (O)	Jonesboro	C. W. Cooper, Jr., M. D. (DE)	Thayer
W. F. Shepherd, M. D. (DE)	Jonesboro	Joseph H. Poff, M. D. (L)	Trumann
C. L. Young, M. D. (DE)	Kansas City	R. H. Smith, M. D. (L)	West Plains
J. R. McVay, M. D. (DE)	Kansas City	J. M. Wiles, M. D. (L)	West Plains
J. R. McVay, Jr., M. D. (DE)	Kansas City	Ralph Joseph, M. D. (L)	Walnut Ridge
F. E. Wade, M. D. (O)	Kansas City	Julius J. Whittington, M. D. (L)	Walnut Ridge
W. R. Eubank, M. D. (O)	Kansas City	A. Coffee, M. D. (L)	Willow Springs
J. H. Summers, M. D. (LE)	Lebanon		
Rae W. Froelich, M. D. (L)	Lebanon		
C. V. Wilcox, M. D. (L)	Lindenwood		
A. T. Walker, M. D. (L)	Mammoth Spgs.		
R. L. Purnell, M. D. (L)	Marion		
C. G. Swingle, M. D. (L)	Marked Tree		
C. R. MacDonnell, M. D. (L)	Marshfield		
E. A. Canada, M. D. (DE)	Memphis		
J. D. Johnson, M. D. (DE)	Memphis		

- D—Division Surgeon
- L—Local Surgeon
- O—Oculist
- DE—Division Examining Surgeon
- LE—Local Examining Surgeon

**St. Louis-San Francisco
Railway Company**

EASTERN DIVISION

TIME TABLE

No.

43

EFFECTIVE

Sunday, December 3, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

The Railway Company reserves the right to vary from the schedules contained herein as circumstances require.

H. C. BITNER
Superintendent

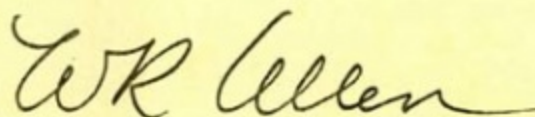
A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

River Division trains originating at St. Louis will secure clearance at St. Louis from both Eastern and River Divisions and will not require clearance at Lindenwood unless train order signal displays stop indication.

River Division northward first class trains will assume corresponding schedule on Eastern Division, between S. E. Jct. and St. Louis, and will not require clearance at S. E. Jct.

First class trains will register by Form 1339 Standard at Lindenwood and Thayer.

All trains will register by Form 1339 Standard at Turrell.

Northern Division trains originating at Springfield will secure clearance at Springfield from both Eastern and Northern Divisions, and will not require clearance at Nichols.

No. 107, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 92 of Eastern Division.

No. 105, or sections of that schedule, entering passenger line at Nichols will assume schedule of No. 96 of Eastern Division.

Southward Northern Division trains entering passenger line at Nichols will not require clearance.

No lights in train order signals Salem, Aurora, Current River and Lepanto Branches, nor between J. A. Jct. and North Clinton.

River Division southward trains will assume corresponding schedule on Eastern Division between Turrell and Tennessee Yard, and will not require clearance at Turrell unless River Division train order signal displays stop indication.

Marion-Hulbert Branch trains will not require clearance at Marion.

Clinton Subdivision trains will secure clearance at Clinton and will not require clearance at North Clinton and Leeds Jct.

Eastern Division trains originating at Tennessee Yard will secure clearance from both Southern and Eastern Divisions.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

Trains and engines will use T. R. R. A. tracks between Grand Ave., and St. Louis, and be governed by time table, rules and instructions of that line.

Clinton Subdivision trains will be governed by Kansas City Terminal time table between Leeds Jct. and K. C. Belt Jct.

Clinton Subdivision trains will use K. C. T. Ry. tracks between K. C. Belt Jct. and 25th St., Kansas City and will be governed by time table, rules and instructions of that line.

SL-SF trains or engines using K. C. S. Ry. tracks at Grandview must do so under flag protection or authority of K. C. S. Ry. dispatcher.

K. C. S. trains or engines using SL-SF main track between siding switches at Grandview must do so under flag protection or authority of SL-SF Ry. dispatcher.

Train movements between Memphis and Tennessee Yard are under direction of Southern Division dispatcher.

3. MAXIMUM SPEED.

	MPH	
	Psg.	Freight
Rolla Subdivision	70	50
Except regular connection Trains 37 and 437		55
Lebanon Subdivision:		
Between Newburg and Crocker	60	50
Between Crocker and MP 176	55	50
Between MP 176 and Springfield	70	50
Except regular connection Trains 37 and 437		55
Springfield Subdivision	70	50
Except regular connection Trains 37 and 437		55
Except regular connection train 435		60
Willow Springs Subdivision	70	50
Except regular connection Trains 133, 135 and 138		55
Memphis Subdivision:		
Between Thayer and MP C-390-36	50	50
Between MP C-390-36 and Tennessee Yard	70	50
Except regular connection Trains 133, 135 and 138		55
Clinton Subdivision:		
Between Springfield and Bolivar	40	40
Between Bolivar and Clinton	30	30
Between Clinton and Leeds Jct.	35	35

3. MAXIMUM SPEED (Continued).

	MPH	
	Psg.	Freight
Salem and Current River Branches	25	25
Aurora Branch:		
Straight track	30	30
On curves	25	25
Lepanto Branch	20	20
Marion-Hulbert Branch	30	30
Ozark Branch:		
Between M. K. Jct. and Galloway	25	25
Between Galloway and Ozark	10	10
4. SPEED RESTRICTIONS.		
Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment		45
Rolla Subdivision:		
Through turnouts at both ends of all sidings, speed of 25 MPH is authorized except at following locations where speed of 15 MPH will be observed:		
Sullivan—both ends of siding.		
Bourbon—both ends of siding.		
St. James—both ends of siding.		
Rolla—West end of siding.		
Through interlocking Grand Avenue	10	10
Between Grand Avenue and Tower Grove interlocking	30	30
Between Tower Grove interlocking and MP 5-35	35	35
MP 5-35 through turnout at end of two main tracks	25	25
Between MP 5-35 and MP 6-25	20	20
Through interlocking S. E. Jct.:		
Main track movement through turnouts	35	
Through crossovers to yard tracks	15	15
Between MP 6-25 and MP 10-20	35	35
Curves between:		
MP and MP		
13-30 14-24 (Westward Track)	60	
16-1 16-17 (Westward Track)	55	50
17-36 17-15 (Eastward Track)	60	50
16-17 16-1 (Eastward Track)	50	45
14-25 13-30 (Eastward Track)	50	45
13-17 13-7 (Eastward Track)	65	50
Valley Park, through turnout end of two main tracks	50	50
Curves between MP 22-38 and MP 25-12	60	
Pacific, until engine over street crossings MP 33-47 and MP 34-25	50	50
Curves between MP 37-9 and MP 41-30:		
41-32 43	50	45
44-39 48-42	55	50
50-14 61	55	50
62-20 62-37	65	
63-29 65-3	60	50
65-38 66-12	65	
70 71-12	55	50
72-20 77-2	60	
77-30 78-14	65	
80-14 80-33	55	50
81-28 84-27	65	
84-30 88-9	60	
89-5 95-0	65	
97-35 98-22	60	50
100-38 102-28	65	50
Between MP 105 and MP 110-18	60	
Westward trains MP 111 to MP 117 when over 50 per cent of cars exceed 85 tons per car		30
Between MP 110-18 and MP 111-38	40	40
111-38 114-0	50	50

(Continued on page 15)

WESTWARD

EASTERN DIVISION—ROLLA SUBDIVISION

SECOND CLASS			Distance from St. Louis Miles	STATIONS	Communicating Office	FIRST CLASS		
437	37	31				3 The Will Rogers	807 The Sunnyland	9 Meteor
Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily
			0.0	ST. LOUIS	DN	AM 8 30	AM 8 40	PM 6 00
			0.6	TWENTY-THIRD ST.				
				WAB.-M. P. CROSSING				
			2.1	GRAND AVE.		8 34	8 44	6 04
			3.3	TOWER GROVE		8 42	8 50	6 12
			3.4	M. P. CROSSING				
			4.9	M. P. CROSSING				
PM 8 30	PM 6 30	AM 3 00	7.1	LINDENWOOD	DN			
			7.3	S. E. JCT.	ABS	8 50	9 00 AM	6 19
			10.1	WEBSTER GROVES		8 55		6 27
			11.8	FAIRLAWN	P			
				M. P. CROSSING				
			12.7	KIRKWOOD	D	8 59		6 31
			17.9	VALLEY PARK	D	9 04		6 37
			27.2	EUREKA		9 13		6 47
			34.1	PACIFIC	D	9 24		6 54
			40.8	ROBERTSVILLE				
			44.0	ROOK		9 37		7 06
			48.0	MOSELLE				
			52.2	ST. CLAIR	D	9 51		7 16
			62.2	STANTON		10 02		7 26 4
			68.1	SULLIVAN	D	10 10		7 32
			74.3	BOURBON	D	10 18		
			77.2	COFFEYTON		10 22		7 42
			88.8	CUBA	D	10 32		7 52
			94.8	ROSATI		10 45		8 01
			100.4	ST. JAMES	D	10 54		8 08
			105.6	DILLON		11 00		8 15
			110.6	ROLLA	2S	11 10		8 24
11 15 PM	9 15 PM	7 00 AM	119.1	NEWBURG	DN	11 29 AM		8 39 PM
Arrive Daily	Arrive Daily	Arrive Daily		(112.4) (119.1)		Arrive Daily	Arrive Daily	Arrive Daily
437	37	31				3	807	9

Eastward trains are superior to westward trains of the same class.

J. M. Godfrey.....Superintendent Terminals, St. Louis, Mo.
 E. Gaines, Jr.....Terminal Trainmaster, St. Louis, Mo.
 S. E. Zeilmann.....Terminal Trainmaster, St. Louis, Mo.
 L. T. Hutchison.....Terminal Trainmaster, St. Louis, Mo.
 H. A. Linderer.....Superintendent Terminals, Springfield, Mo.
 L. C. Carner.....Terminal Trainmaster, Springfield, Mo.
 R. J. Hasten.....Assistant Terminal Trainmaster, Springfield, Mo.
 W. B. McCaffrey.....Superintendent Terminals, Memphis, Tenn.
 C. W. Williamson.....Terminal Trainmaster, Memphis, Tenn.
 D. L. Patton.....Terminal Trainmaster, Memphis, Tenn.
 K. E. Richardson.....Terminal Trainmaster, Memphis, Tenn.

R. L. Lipscomb.....Asst. Trainmaster-Genl. Agent, Memphis, Tenn.
 V. J. Deckard.....Superintendent Terminals, Kansas City, Mo.
 T. F. Norvell.....Terminal Trainmaster, Kansas City, Mo.
 C. L. Mallonee.....Assistant Terminal Trainmaster, Kansas City, Mo.
 R. E. Tyndall.....Assistant Superintendent, Newburg, Mo.
 R. L. Sanford.....Assistant Superintendent, Springfield, Mo.
 T. S. Sullivan.....Assistant Superintendent, Thayer, Mo.
 R. E. Metzger.....Trainmaster, Springfield, Mo.
 W. H. Hulsey.....Assistant Trainmaster, Springfield, Mo.
 J. W. Constant.....Chief Dispatcher, Springfield, Mo.
 F. J. Smith.....Road Foreman of Equipment, Springfield, Mo.
 L. J. Thiel.....Road Foreman of Equipment, Springfield, Mo.

EASTERN DIVISION—ROLLA SUBDIVISION

EASTWARD

FIRST CLASS			Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS		
4 The Will Rogers Arrive Daily	808 The Sunnyland Arrive Daily	10 Meteer Arrive Daily			Siding	Other		34 Arrive Daily	30 Arrive Daily	36 Arrive Daily
PM 9 05	PM 3 35	AM 8 00	1	ST. LOUIS			CB			
8 54	3 26	7 51		0.6 TWENTY-THIRD ST.	YARD					
				1.5 WAB. M. P. CROSSING	Interlocking					
8 52	3 23	7 48		0.0 GRAND AVE.						
s 8 50	s 3 20	s 7 45	3	1.2 TOWER GROVE						
				0.1 M. P. CROSSING	Interlocking					
				1.5 M. P. CROSSING						
			7	2.2 LINDENWOOD	YARD		OGRT CB	AM 5 00	PM 2 45	PM 11 30
8 38	3 10 PM	7 34		0.2 S. E. JCT.	Interlocking					
8 34		7 29	10	2.8 WEBSTER GROVES		17				
			12	1.7 FAIRLAWN						
				0.0 M. P. CROSSING	Interlocking					
8 29		7 22	13	0.9 KIRKWOOD		25				
8 22		7 15	18	5.2 VALLEY PARK		YARD				
8 12		7 04	27	9.3 EUREKA	156	5				
s 8 04		6 56	34	6.9 PACIFIC	202	315	Y			
			41	6.5 ROBERTSVILLE		15				
7 50		6 45	44	3.4 ROOK	123					
			46	2.0 MOSELLE		25				
s 7 38		6 35	52	6.2 ST. CLAIR	122	56				
7 26 ⁹		6 22	62	10.0 STANTON	146	19				
s 7 14		6 15	68	5.9 SULLIVAN	62	46				
f 7 04			74	6.2 BOURBON	30	31				
7 00		6 05	77	2.9 COFFEYTON	123					
s 6 50		5 55	87	9.6 CUBA	120	116	CB			
6 40		5 46	95	8.0 ROSATI	132	17				
s 6 34		5 38	100	5.6 ST. JAMES	90	52				
6 27		5 31	106	5.2 DILLON	132	7				
s 6 20		s 5 24	111	5.0 ROLLA	149	108				
6 05 PM		5 06 AM	119	8.5 NEWBURG	YARD		OGRT CB	1 30 AM	11 30 AM	5 05 PM
Leave Daily	Leave Daily	Leave Daily		(112.4) (119.1)				Leave Daily	Leave Daily	Leave Daily
4	808	10						34	30	36

Eastward trains are superior to westward trains of the same class.

WESTWARD		SALEM BRANCH—ROLLA SUBDIVISION					EASTWARD	
Third Class	Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Third Class
1241					Siding	Other		1240
Leave Mon., Wed., Fri.								Arrive Mon., Wed., Fri.
AM 8 30	D	86.8	CUBA	87		58	CB	PM 2 05
8 50		93.5	6.7 C. V. JCT.	A 94				1 46
9 05	D	95.1	1.6 STEELVILLE	A 95		23		1 31
9 25		102.9	7.8 KEYSVILLE	A103		10		1 06
9 40		107.5	4.6 WESCO	A108		13		12 51
10 05		117.1	9.6 BANGERT	A117		12		12 26
10 30 AM	D	126.8	9.7 SALEM	A127		109		12 01 PM
Arrive Mon., Wed., Fri.			(40.0)					Leave Mon., Wed., Fri.
1241								1240

Eastward trains are superior to westward trains of the same class.

WESTWARD

EASTERN DIVISION—LEBANON SUBDIVISION

Third Class 43 Local	SECOND CLASS			Distance from St. Louis Miles	STATIONS	Communicating Office	FIRST CLASS	
	437	37	31				3 The Will Rogers	9 Meteor
Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily
AM 6 00	PM 11 15	PM 9 20	AM 7 05	119.1	NEWBURG	DN	AM 11 40	PM 8 54
				121.5	BUNDY JCT.			
				122.7	ARLINGTON		11 45	8 58
				128.8	FRANKS		11 54	9 06
				134.6	DIXON	D	PM 12 03	9 15
				142.0	JURY		12 11	9 23
				148.5	CROCKER	D	PM 12 21	9 29
				152.5	SWEDENBERG		12 29	9 36
				159.3	EAST RICHLAND		12 37	9 44
				159.8	RICHLAND	D	PM 12 41	
				167.5	STOUTLAND		12 52	9 53
				174.1	SLEEPER		1 01	10 01
				181.8	LEBANON	2S	PM 1 14	10 10
				183.8	KURN		1 18	10 13
				190.5	HUBEN		1 26	10 21
				193.9	PHILLIPSBURG			
				198.4	CONWAY	D	1 34	10 30
				206.9	NIANGUA		1 42	10 39
				213.3	MARSHFIELD	D	1 49	10 46
				220.8	NORTHVIEW		1 57	10 54
				227.7	STRAFFORD		2 04	11 01
				236.6	TEED		2 13	11 10
				236.7	EASTERN JCT.			
				237.1	PACIFIC ST. JCT.			
				238.3	PINE ST. JCT.			
				239.1	SPRINGFIELD	2S	PM 2 30	11 20 PM
				236.7	EASTERN JCT.			
PM 1 35 PM	AM 2 15 AM	AM 12 25 AM	11 00 AM	239.7	SPRINGFIELD YARD	DN		
Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily		(120.6) (120.0)		Arrive Daily	Arrive Daily
43	437	37	31				3	9

Eastward trains are superior to westward trains of the same class.

20. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Grand Ave.-Monett	251,000	70.4
Salem Branch	169,000	40
Cherry Valley Branch	169,000	40
M.K. Jct.-Kissick	*251,000	53.6
Kissick-Ozark	169,000	40
Aurora Branch	251,000	45
West Belt, Springfield	251,000	70.4
Springfield Yard-Clinton	**169,000	43.7
Clinton-Leeds Jct.	210,000	53.8
Leeds Jct. to Kansas City	*251,000	60
Springfield to Thayer	251,000	70.4
Thayer to Bridge Jct.	*251,000	65.8
Bridge Jct. to Memphis	210,000	65.8
Current River Branch	210,000	45
Lepanto Branch	210,000	40
Marion to Hulbert	251,000	62

Asterisk (*) except cars shorter than 35 feet to be limited to 210,000 pounds.

Double asterisk (**)—except it will be permissible to handle cars with gross weight of 210,000 pounds, providing they are separated from engine by at least one car that gross weight does not exceed 150,000 pounds and speed is restricted to 10 MPH through Bridges D-114.7 and D-165.8.

OVER MISSISSIPPI RIVER BRIDGE, MEMPHIS—Cars with gross weight of not more than 251,000 pounds, 35 feet in length or longer, may be operated with not more than two of such cars coupled together and such two coupled cars to be separated from any engine or from two other coupled cars of same weight by not less than 18 freight cars not exceeding 210,000 pounds gross weight.

EASTERN DIVISION—LEBANON SUBDIVISION

EASTWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS			Third Class
4 The Will Rogers	10 Meteor			Siding	Other		30	36	34	44 Local
Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	
m s P M 5 50	s A M 4 54			YA	RD	OGRT CB	A M 11 30	P M 5 00	A M 1 30 A M	P M 1 50 P M
		119	NEWBURG 2.4							
		121	BUNDY JCT. 1.2		30					
5 44	4 50	123	ARLINGTON 6.1	94	6					
5 37	4 43	129	FRANKS 5.8	118						
s 5 31	4 37	135	DIXON 7.4	141	70					
5 22	4 28	142	JURY 4.5	129						
s 5 15	4 22	147	CROCKER 6.0	86	39					
5 07	4 15	152	SWEDEBORG 8.8	123	10					
4 59	4 06	159	EAST RICHLAND 0.5	112						
s 4 57		160	RICHLAND 7.7		38					
s 4 47	3 56	168	STOUTLAND 6.6	119	19					
4 38	3 47	174	SLEEPER 7.7	140	25					
s 4 31	s 3 38	182	LEBANON 2.0	YA	RD	RY				
4 24	3 33	183	KURN 6.7							
4 18	3 26	191	HUBEN 3.4	158						
		194	PHILLIPSBURG 4.5		52					
4 10	3 17	198	CONWAY 8.5	133	40					
4 02	3 09	207	NIANGUA 6.4	166	21					
3 56	3 02	213	MARSHFIELD 7.5	135	117					
3 49	2 55	220	NORTHVIEW 8.9	175	13					
3 42	2 48	228	STRAFFORD 8.9	147	16					
3 34	2 39	238	TEED 0.1	127						
			EASTERN JCT. 3.0			Y				
			PACIFIC ST. JCT. 1.2							
			PINE ST. JCT. 0.8							
3 25 P M	2 30 A M	239	SPRINGFIELD	YA	RD	OGR YCB				
			EASTERN JCT. 3.0							
		239	SPRINGFIELD YARD	YA	RD	OGR YCB	8 30 A M	2 00 P M	10 45 P M	6 00 A M
Leave Daily	Leave Daily		(120.6) (120.0)				Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.
4	10						30	36	34	44

Eastward trains are superior to westward trains of the same class.

21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American R. R. Time Service Co., General Time Inspector..... St. Louis, Mo.
 The Paramount Jewelers.....7324 Manchester Ave., St. Louis, Mo.
 Schuermann Jewelry Co. 923 S. Vandeventer, St. Louis, Mo.
 R. P. Wiggins123 N. 18th St., St. Louis, Mo.
 A. R. Hoemann.....123 W. Jefferson Ave., Kirkwood, Mo.
 C. N. Whitlock..... Pacific, Mo.
 Wellers Jewelry St. Clair, Mo.
 C. J. Marks Salem, Mo.
 Fuller Jewelry Co. Rolla, Mo.
 C. S. Prewett, Agent..... Newburg, Mo.
 Gammon Jewelry Co.....326 E. Commercial St., Springfield, Mo.
 Hocklander Jewelry.....South at Walnut, Springfield, Mo.

L. W. Johnson, Agt..... Willow Springs, Mo.
 Humphries Jewelry Co..... Thayer, Mo.
 Wylie Clements Jonesboro, Ark.
 J. A. Price Marked Tree, Ark.
 Gene Lott, Jeweler.....550 South Main St., Memphis, Tenn.
 Sullivan's Jewelry Aurora, Mo.
 Ross E. Shadel.....409 Broadway, Monett, Mo.
 Helzberg's Diamond Shop.....3132 Troost Ave., Kansas City, Mo.
 Helzberg's Jewelers1100 Walnut St., Kansas City, Mo.
 C. J. Keil Clinton, Mo.

WESTWARD

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

SECOND CLASS				Distance from St. Louis Miles	STATIONS	Communicating Office	FIRST CLASS					
31	437	435	37				709 Local Passenger	91 Northern Div. 108	3 The Will Rogers	95 Northern Div. 108	9 Meteor	
Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				239.1	SPRINGFIELD 3.7	CTC	2S	AM 12 30	AM 3 00 ⁹⁵	PM 2 55 ⁴	PM 3 15	PM 11 59
				242.0	NICHOLS				12 36	3 10 AM	3 00	3 20 PM
PM 1 00	AM 2 15	AM 2 00	AM 12 25	239.7	SPRINGFIELD YARD 2.3	Two Main Tracks	DN					
				242.0	NICHOLS 0.0							
				242.0	N. DIV. CROSSING 5.2							
				247.2	BROOKLINE 4.6			12 41		3 05		12 10
				251.8	REPUBLIC 5.5		D	12 46		3 10		12 15
				257.3	BILLINGS 5.0			12 51		3 15		12 20
				262.3	LOGAN 1.3			12 59 ¹⁰		3 20		12 25
				263.6	MARIONVILLE 5.3		D					
				268.9	AURORA 0.1		D	s 1 05		s 3 26		s 12 31
				269.0	M. P. CROSSING 4.7							
				273.7	VERONA 5.4		D	1 15		3 38		12 46 ¹⁰
				279.1	GLOBE 2.9			1 20		3 44		12 53
2 30 PM	3 45 AM	3 10 AM	1 45 AM	282.0	MONETT		DN	s 1 35 AM		s 3 50 PM		s 1 05 AM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(42.3) (43.7)			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
31	437	435	37					709	91	3	95	9

Eastward trains are superior to westward trains of the same class.

WESTWARD

AURORA BRANCH—SPRINGFIELD SUBDIVISION

EASTWARD

Service Rendered By Extras	Distance from St. Louis Miles	Communicating Office	Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
	268.9	D	269	AURORA 11.7	YARD			
	280.6	D	B281	MOUNT VERNON		75		
				(11.7)				

SOUTHWARD

OZARK BRANCH—SPRINGFIELD SUBDIVISION

NORTHWARD

Service Rendered By Extras	Distance from St. Louis Miles	Communicating Office	Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
	240.0			M. K. JCT. 3.0	Interlocking			
	243.0		A243	LANGSTON 3.5		12		
	246.5		A247	GALLOWAY 2.6		60		
	249.1		A249	KISSICK 8.3	21	111		
	257.4		A257	OZARK		41		
				(17.4)				

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

EASTWARD

FIRST CLASS					Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS			
710 Local Passenger	4 The Will Rogers	92 Northern Div. 107	96 Northern Div. 105	10 Meteoer			Siding	Other		36	30	32	34
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
PM 11 35	PM 2 50 3	PM 1 35	AM 3 00 91	AM 1 30	239	SPRINGFIELD 3.7	YA	RD	OGR CBY				
11 21	2 37	1 15 PM	2 50 AM	1 20	242	NICHOLS		26					
					239	SPRINGFIELD YARD 2.3	YA	RD	OGR CB	AM 7 30	AM 8 30	PM 1 00 PM	PM 10 20
					242	NICHOLS 0.0		26					
						N. DIV. CROSSING 5.2							
11 16	2 32			1 15	247	BROOKLINE 4.6		5					
11 11	2 27			1 10	252	REPUBLIC 5.5		76					
11 06	2 21			1 04	257	BILLINGS 5.0		35					
11 01	2 15			12 59 709	262	LOGAN 1.3		9					
					264	MARIONVILLE 5.3		49					
s10 55	s 2 05			s12 53	269	AURORA 0.1		289					
						M. P. CROSSING 4.7			Interlocking				
10 41	1 52			12 46 9	274	VERONA 5.4		41					
10 35	1 45			12 36	279	GLOBE 2.9							
10 30 P M	1 40 P M			12 30 A M	282	MONETT	YA	RD	OGR TYCB	5 00 AM	7 15 AM	11 30 AM	9 05 PM
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		(42.3) (43.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
710	4	92	96	10						36	30	32	34

Eastward trains are superior to westward trains of the same class.

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Rolla Subdivision	Mile	Car Capacity	Station Number	End Connection	Clinton Subdivision	Mile	Car Capacity	Station Number	End Connection
Cheltenham.....	5	Platform			Alexander.....	11.5	21	D- 11-A	North
Old Orchard.....	8.7	30	9	East	Swope Park.....	14	22	D- 14	Both
Windsor Springs.....	13.2	10	13-A	West	Dodson.....	16.1	Platform	D- 16	
Tree Court.....	16	56	16	West	Flinn.....	17.7	15	D- 18	North
Ranken.....	19.7	7	20	East	Jeffreys.....	20	11	D- 20	North
Tyson.....	21.9	165	22	East	Harrelson.....	32.8	36	D- 33	Both
Crescent.....	24.9	10	25	West	Livingston.....	83.2	52	D- 83	Both
Catawissa.....	38.8	12	39	West	Vista.....	119.8	26	D-120	Both
Anaconda.....	57.2	Platform	57		Gerster.....	126.6	27	D-127	Both
Leasburg.....	79.6	28	80	East	Cliquot.....	146.8	26	D-147	Both
Fanning.....	91.5	Platform	92		Morrisville.....	162	5	D-162	South
Schundler.....	99.1	10	99	East	Wishart.....	163.9	26	D-164	Both
Salem Branch					Willow Springs Subdivision				
Henpeck.....	94	9	AA- 94	West	Macomb.....	255.2	3	C-255	North
Sankey.....	94.3	18	A- 94-A	Both	Dunn.....	273.6	16	C-274	South
Hitch.....	110.6	5	A-111-A	West	Sterling.....	289	4	C-289	North
Cooks.....	110.9	Platform	A-111		Memphis Subdivision				
Howes.....	121.5	6	A-122	West	Sloan.....	383.7	55	C-384	Both
		13		East	Valley Stone.....	384.5	72	C-385	North
Lebanon Subdivision					Hogan.....	385	70	C-385	Both
Wally.....	233.9	62	234	Both	Portia.....	392.2	53	C-392	Both
Springfield Subdivision					Aggie.....	421.4	12	C-421	North
Ozark Branch					Tuck.....	422.8	2	C-423	South
Sequiota.....	245.7	Platform	A-246		Gilmore.....	458.9	32	C-459	Both
Cassidy.....	253	10	A-253	North					

SOUTHWARD

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

Third Class 241 Local	SECOND CLASS			Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS	
	133	135	131				105 Kansas City- Florida Special	107 The Sunnyland
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily
				202.0	SPRINGFIELD	2S	A M 3 30	P M 1 50
				202.9	0.9 M. P. CROSSING			
				203.0	0.1 M. K. JCT.			
				206.2	3.2 W. S. JCT.	CTC	3 38	1 58
A M 4 00	P M 4 45	P M 1 00	A M 3 45		SPRINGFIELD YARD	DN		
					3.0 EASTERN JCT.			
					0.1 TEED			
				206.2	3.0 W. S. JCT.			
				211.7	5.5 TURNER			
				219.0	7.3 ROGERSVILLE		3 54	2 23 ^{10S}
				228.6	7.5 FORDLAND	D	4 03	2 32
				231.5	5.0 DIGGINS		4 08	2 38
				238.6	5.1 SEYMOUR	D	4 13	2 45
				243.2	6.6 CEDAR GAP		4 20	2 53
				248.9	5.7 MANSFIELD	D	4 28	3 12
				260.2	11.3 NORWOOD	CTC	4 44	3 29
				269.5	9.3 MOUNTAIN GROVE	D	4 57	3 44
				279.1	9.6 CABOOL	D	5 10	3 59
				293.3	14.2 WILLOW SPRINGS	D	5 30	4 19
				298.2	4.9 BURNHAM		5 37	4 25
				303.4	5.2 POMONA			4 32
				306.1	2.7 OLDEN		5 48	4 36
				314.4	8.3 WEST PLAINS	D	6 01	4 51
				325.2	10.8 BRANDSVILLE			5 05
				330.8	5.6 KOSHKONONG	D	6 20	5 14
P M 1 00 P M	8 15 P M	4 45 P M	7 15 A M	339.8	9.0 THAYER	DN	6 33 A M	5 30 P M
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(137.8) (140.8)		Arrive Daily	Arrive Daily
241	133	135	131				105	107

Northward trains are superior to southward trains of the same class.

SOUTHWARD

CURRENT RIVER BRANCH—WILLOW SPRINGS SUBDIVISION

NORTHWARD

THIRD CLASS		Communicating Office	Distance from Kansas City Miles	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Track Capacity		THIRD CLASS	
263	261						Siding	Other	260	262
Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.							Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	
A M 7 00	A M 7 00	D	293.3	WILLOW SPRINGS	C293	YCB	YARD	P M 4 00	P M 1 00	
7 16	7 16		298.8	5.5 HUTTON VALLEY	S299		6	3 30	12 30	
8 00	8 00	D	309.7	10.9 MOUNTAIN VIEW	S310		32	3 00	12 01	
8 25	8 25		317.1	7.4 MONTIER	S317		24	2 15	11 15	
8 55	8 55	D	322.2	5.1 BIRCH TREE	S322		33	2 00	10 55	
9 35 A M	9 35	D	331.9	9.7 WINONA	S332	Y	84	1 15	10 20 A M	
	10 35		343.8	11.9 FREMONT	S344		44	12 15 P M		
	11 15		354.4	10.6 VAN BUREN	S354			11 35		
	11 20 A M	D	354.9	0.5 CHICOPEE	S355		55	11 30 A M		
Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.			(61.6)				Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	
263	261			No. 261 is superior to No. 260. No. 263 is superior to No. 262.				260	262	

SOUTHWARD

EASTERN DIVISION—MEMPHIS SUBDIVISION

THIRD CLASS		SECOND CLASS				Distance from Kansas City	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Stk. Clock, Bulletin	FIRST CLASS		
847 Local	243 Local	133	135	131	835					Miles	105 Kansas City-Florida Special	807 The Sunnyland
Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	
	A M 4 00	P M 8 15	P M 4 45	A M 7 30		339.8	DN	THAYER, MO. 2.5	OGR TCB	A M 6 38		P M 5 40
	4 05	8 20	4 50	7 35		342.3	D	MAMMOTH SPG. ARK. 8.0		6 42		f 5 45
	4 15	8 30	5 00	7 45		350.3		KING 8.0		6 52		5 55
	4 25	8 40	5 11	7 55		358.3	D	HARDY 4.7		7 02		s 6 09
	4 35	8 47	5 18	8 02		363.0		BAKER 5.4		7 08		6 15
	4 45	8 56	5 27	8 10		368.4		WILLIFORD 6.8		7 15		f 6 22
	5 00	9 05	5 36	8 20		375.2	D	RAVENDEN 5.5		7 24		f 6 31
	5 10	9 20 ¹³⁸	5 47	8 30		380.7	D	IMBODEN 9.2		7 30		f 6 39
	5 40	9 36 ¹⁰⁶	5 58	8 41		389.9	D	BLACK ROCK 8.1	Y	7 41		f 6 51
						398.0		MO. PAC. CR. 0.0				
	6 10	9 48	6 10	8 53		398.0	DN	HOXIE 8.1	CY	s 7 56		s 7 14
	6 25	9 58	6 20	9 10 ¹⁰⁸		406.1		SEDGWICK 6.0		8 06		7 26
						412.1	D	BONO 7.9				f 7 33
	6 50	10 15	6 40	9 28		420.0	2S	JONESBORO 2.2	OR CBY	s 8 29		s 7 53
						422.2		ST. L. S. W. CR. 1.6	ABS			
	7 05	10 21	6 46	9 34 ²⁴²		423.8		NETTLETON 0.0		8 35 ¹⁰⁸		7 58
						423.8		MO. PAC. CR. 6.9				
	7 20	10 30	6 54	9 46 ¹³⁴		430.7		BAY 5.0		8 43		8 10 ¹³⁸
	7 32	10 37	7 00	9 53		435.7		DOBELL 0.5		8 49 ²⁴²		8 19 ¹⁰⁶
						436.2		ST. L. S. W. CR. 0.4				
						436.6	D	TRUMANN 3.3				s 8 22
	7 42	10 48 ¹³⁶	7 06	9 59		439.9		COON 7.5		8 54		8 27
	7 59 ^{108 242}	10 59	7 15	10 08		447.4	D	MARKED TREE 2.2		9 02 ¹³⁴		s 8 38
						449.6		TYRONZA JCT. 2.4				
						452.0		TYRONZA 4.4				f 8 45
	8 47 ¹³⁴	11 12	7 32 ¹³⁸	10 20		456.4		DECK 5.8		9 13		8 52
P M 1 00	9 00	11 21	7 46 ¹⁰⁶	10 28	A M 5 00	462.2	DN	TURRELL 4.5	CY	9 21	P M 4 35	s 9 02
						466.7		CLARKDALE 5.2		9 26	4 40	f 9 09
						471.9		HARVARD 1.7		9 31	4 46	9 16
						473.6	D	MARION 1.8				f 9 19
						475.4		CRITCO 6.0		9 35	4 51	9 22
						481.4		BRIDGE JCT., ARK. 0.0	CTC	9 42	4 57	9 30
						483.1		A. & M. RY. B. & T. CO. CR. 1.6				
						483.6	DN	SHELCO, TENN. 0.5		9 46	5 01	9 35
						483.8		UNION RY. CR. 0.2				
						484.4	DN	I. C. CR. 0.1				
						484.4		MAIN STREET 0.5				
						485.9		MEMPHIS (CENTRAL STATION) 2.5	GR CB	s 10 10 10 40	5 15 P M	s 10 00 10 45
						486.5		UNION RY. CR. 0.6	ABS	10 46		10 51
						490.5		UNION RY. CR. 4.0				
						491.5		NONCO 1.0		10 56		11 01
						496.4	DN	DEMO 4.9	CTC	10 57		11 02
3 00 P M	P M 12 30 P M	A M 1 35 A M	9 55 P M	11 45 A M	7 00 A M	496.4		TENNESSEE YARD	OGR TCB	11 02 A M		11 07 P M
Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.6) (156.6)		Arrive Daily	Arrive Daily	Arrive Daily
847	243	133	135	131	835					105	807	107

Northward trains are superior to southward trains of the same class.

EASTERN DIVISION—MEMPHIS SUBDIVISION

NORTHWARD

FIRST CLASS			Station Number	STATIONS	Track Capacity		SECOND CLASS				THIRD CLASS	
106 Kansas City-Florida Special	808 The Sunnyland	108 The Sunnyland			Siding	Other	134	138	136	836	242 Local	846 Local
Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily Except Sunday	Arrive Tues., Thurs., Sat.		
PM s 10 40		m AM s 11 10	C340	THAYER, MO. 2.5	YA	RD	AM 11 55	PM 10 15	AM 1 50		PM 1 40	
10 35		f 11 00	C342	MAMMOTH SPG. ARK. 8.0	53	63	11 47	10 09	1 30		1 30	
10 25		10 50	C350	KING 8.0	147		11 37	9 59	1 15		1 15	
10 15		s 10 38	C358	HARDY 4.7	94	34	11 27	9 49	1 00		1 00	
10 09		10 27	C363	BAKER 5.4	138		11 20	9 43	12 50		12 50	
10 02		f 10 19	C368	WILLIFORD 6.8	67	25	11 12	9 36	12 42		12 40	
9 54		f 10 09	C375	RAVENDEN 5.5	72	24	11 04	9 28	12 33		12 12	
9 47		f 9 54	C381	IMBODEN 9.2	110	49	10 54	9 20 ¹³³	12 25		12 01	
9 36 ¹³³		s 9 40	C390	BLACK ROCK 8.1	58	203	10 41	9 07	12 12 AM		11 30	
				MO. PAC. CR. 0.0	Interlocking							
s 9 15		s 9 28	C398	HOXIE 8.1	171	79	10 30	8 57	11 58		11 17	
9 03		9 10 ¹³¹	C408	SEDGWICK 6.0	135	26	10 20	8 46	11 45		10 52	
		f 9 01	C412	BONO 7.9		41						
s 8 47		s 8 51	C420	JONESBORO 2.2	218	YARD	10 02 ²⁴²	8 26	11 20		10 02 ¹³⁴	
				ST. L. S. W. CR. 1.6	Interlocking							
8 35		8 35 ¹⁰⁵	C424	NETTLETON 0.0	41	57	9 57	8 20	11 13		9 34 ¹³¹	
				MO. PAC. CR. 6.9	Interlocking							
8 25		8 23	C431	BAY 5.0	108	25	9 46 ¹³¹	8 10 ¹⁰⁷	11 03		9 10	
8 10 ¹⁰⁷		8 16	C436	DOBELL 0.5	31		9 30	8 02	10 55		8 49 ¹⁰⁵	
				ST. L. S. W. CR. 0.4	Interlocking							
		s 8 14	C437	TRUMANN 3.3		102						
8 14		8 08	C440	COON 7.5	136		9 15	7 56	10 48 ¹³³		8 15	
8 02		s 7 59 ²⁴² 243	C447	MARKED TREE 2.2	62	310	9 02 ¹⁰⁵	7 45	10 35		7 59 ¹⁰⁸ 243	
				TYRONZA JCT. 2.4		30						
		f 7 52	C452	TYRONZA 4.4								
7 52		7 47	C456	DECK 5.8	78	3	8 47 ²⁴³	7 32 ¹³⁵	10 18		6 54	
	AM			TURRELL 4.5	130	73	8 40	7 25	10 00	AM	6 25	
7 46 ¹³⁵	s 8 15	s 7 40	C462	CLARKDALE 5.2	Interlocking					AM	8 01	
7 41	8 07	f 7 32	C467	HARVARD 1.7		YA						
7 35	8 02	7 25	C472	MARION 1.8		RD						
	8 00	s 7 23	C474	CRITCO 6.0		40						
7 31	7 57	7 20	C475	BRIDGE JCT., ARK. 0.0								
7 25	7 52	7 12	C481	A. & M. RY. B. & T. CO. CR. 1.6	68	33						
				SHELCO, TENN. 0.6	Interlocking							
				UNION RY. CR. 0.2								
				I. C. CR. 0.1								
				MAIN STREET 0.5	Interlocking							
7 15		7 00	C484	MEMPHIS (CENTRAL STATION) 2.5		YA						
s 6 30	7 40 AM	s 6 00	C486	UNION RY. CR. 0.6		RD						
5 48		5 33		UNION RY. CR. 4.0								
				NONCO 1.0		GATE						
5 36		5 23	C490	DEMO 4.9								
5 34		5 22	C491	TENNESSEE YARD (144.6) (156.6)		YA	7 30 AM	6 15 PM	8 30 PM	11 30 PM	5 00 AM	
5 28 PM		5 14 AM	C496			RD					6 01 AM	
Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
106	808	108					134	138	136	836	242	846

Northward trains are superior to southward trains of the same class.

SOUTHWARD

EASTERN DIVISION—CLINTON SUBDIVISION

NORTHWARD

THIRD CLASS		Communicating Office	Distance from Kansas City Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin	THIRD CLASS	
55 Local	59 Mixed					Siding	Other		58 Mixed	54 Local
Leave Tues., Thurs., Sat.	Leave Daily								Arrive Daily	Arrive Mon., Wed., Fri.
	A M 4 30		0.0	KANSAS CITY, MO. (19TH ST. YARD)	C 0	YA	RD	OGR BCT	P M 7 00	
		DN	1.1	KANSAS CITY, MO. (UNION STATION)						
			5.7	K. C. BELT JCT.						
			5.9	SHEFFIELD JCT.						
			6.0	SHEFFIELD	D 6	23	19			
	f 4 55	D	7.0	CENTROPOLIS	D 7				f 5 43	
			7.8	UNA	D 8	23				
	A M 5 01		8.4	LEEDS JCT.	D-8-A				P M 5 33	
	5 05		9.9	LEEDS	D10	12	33		5 30	
	5 17		15.4	MELVILLE	D15	46			5 20	
			16.0	M. P. CROSSING		Interlocking				
	f 5 24		18.0	HOLMES	D18	28			f 5 14	
	f 5 38	D	22.7	GRANDVIEW	D23	31	23	Y	f 5 07	
	5 44		25.3	BELVIDERE	D25		31		5 01	
	f 6 00	D	28.2	BELTON	D28	36	30		f 4 55	
	f 6 16		36.7	PECULIAR	D37		21		f 4 40	
				M. P. CROSSING		GATE				
	f 6 40	D	45.2	HARRISONVILLE	D45	16	129		f 4 25	
	f 6 55		51.8	EAST LYNNE	D52		121		f 4 00	
	f 7 11		59.5	LATOUR	D60		30		f 3 40	
	f 7 35		69.6	BLAIRSTOWN	D70	13	21		f 3 16	
	f 7 45		74.9	MAURINE	D75	26			f 3 05	
	f 8 00		79.5	HARVEY	D80	13	263		f 2 55	
	8 15		86.1	CLINTON JCT.					2 33	
	8 40	D	86.8	CLINTON	D87	YA	RD		2 30	
			86.1	CLINTON JCT.						
				M.-K.-T. CROSSING		GATE				
A M 6 00	8 50 A M		86.2	NORTH CLINTON	D86	YA	RD	OGR BCT	12 30 P M	A M 10 45
6 32			98.7	DEEPWATER	D 99		11			10 16
6 55			107.2	LOWRY CITY	D107	26	15			9 30
7 15		D	115.1	OSCEOLA	D115	17	58	R		8 55
8 00		D	132.3	WEAUBLEAU	D132	18	26			8 05
8 15			138.6	FLEMINGTON	D139	18	25			7 42
9 00		D	153.6	BOLIVAR	D154	12	63	R		7 05
9 30			172.9	WALNUT GROVE	D173		27			5 56
9 45			182.7	WILLARD	D183		54			5 25
10 00			191.8	J. A. JCT.						5 03
10 30 A M		DN	191.8	SPRINGFIELD YARD	239	YA	RD	OGR YCB		5 00 A M
Arrive Tues., Thurs., Sat.	Arrive Daily			(86.2) (105.6) (191.8)					Leave Daily	Leave Mon., Wed., Fri.
55	59								58	54

Northward trains are superior to southward trains of the same class.

4. SPEED RESTRICTIONS (Continued).	MPH	
	Psg.	Freight
Curves between MP 114-0 and MP 114-8	55	50
114-9 116-9	45	40
117-13 118	50	50
118-13 118-36.....	40	40
Newburg, through turnout east lead switch.....	25	25
First class trains move at restricted speed between MP 118-21 and MP 119-39, Newburg, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Lebanon Subdivision:		
First class trains move at restricted speed between MP 118-21 and MP 119-39, Newburg, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Newburg, through turnout, west lead switch.....	25	25
Through turnouts at both ends of all sidings Lebanon Subdivision speed of 25 MPH is authorized except west end siding Teed where speed of 15 MPH through turnout will be observed:		
Eastward trains MP 134 to MP 123-15 when over 50 per cent of cars exceed 85 tons per car.....		
Curves between MP 122-9 and MP 122-39.....	55	50
123-15 124-10.....	45	45
130-18 130-26.....	55	
131-19 132-1	45	45
134-10 137-10.....	50	45
138-22 139-4	55	
140-1 140-21.....	50	50
141-23 142-8	55	
142-15 145-23.....	45	45
148-12 151-37.....	50	45
152-35 153	50	50
156-5 156-14.....	50	50
162-29 163-33.....	50	45
166-20 167-6	50	45
169 170-28.....	50	45
172-19 172-33.....	50	45
174-33 175	50	50
177-36 178-11.....	65	
181-30 and Kurn	50	50
Lebanon, through turnout at end of two main tracks when using north track	35	35
Between MP 181-6 and MP 182-6 both tracks until engine over street crossings	30	30
Kurn, through turnout at end of two main tracks.....	50	45
Curves between MP 183-35 and MP 184-2	65	
185-35 188-19.....	55	50
188-19 189-26.....	65	
190-20 197-38.....	60	
202-4 202-29.....	65	
203-34 205-32.....	65	
Between MP 213-12 and MP 213-33 until engine over crossings	30	30
Between MP 213-21 and MP 213-23 eastward trains or engines using siding until engine over crossing.....	10	10
Curves between MP 215-26 and MP 216-11.....	65	
216-34 218-5	55	50
218-20 221-17.....	60	
223 225-32.....	65	
231-10 233-1	65	

4. SPEED RESTRICTIONS (Continued).	MPH	
	Psg.	Freight
Engine of westward trains passing MP 235-12.....		50
Between MP 236 and end CTC MP 237-9.....	15	15
MP 238-5 until engine over Broadway Ave.....	10	10
Between Eastern Jct. and Pine St. Jct.....	20	15
Between east end of 43 track and Pacific St. Jct.....	10	10
Trains and engines move at restricted speed between Eastern Jct. and end CTC MP 237-9 and between Pacific St. Jct. and end CTC MP 237-9.		
First class trains move at restricted speed between Pine St. Jct. or MK Jct. and Springfield Passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Until engine over Campbell Street	10	10
Through either crossover just east Main Street.....	10	10
Until engine or lead car over Main Street.....	5	5
Springfield Subdivision:		
Through turnouts at both ends of all sidings.....	25	25
First class trains move at restricted speed between MP C-200-39 and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Through interlocking, Nichols:		
Diverging route movements passenger connecting track, west and south of station	25	20
Diverging route movements freight connecting track, north and east of station	25	25
Between MP 250-5 and MP 252-10 until engine over crossings	25	25
Engine of Westward trains passing MP 260-21.....		45
Curves between MP 263-26 and MP 264-17.....	60	
Engine of Westward trains passing MP 267-16.....		45
Between MP 268-30 and MP 269-4 until engine over crossings	40	40
Through interlocking, Aurora	60	45
Curves between MP 272-40 and MP 273-20.....	60	
274-21 274-38.....	60	
Through turnout at end of two main tracks, Globe.....	50	50
Curves between MP 279-39 and MP 280-27.....	60	
First class trains move at restricted speed between MP 280-26 and MP G-282-20 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Through puzzle switches at Monett.....	15	15
Between MP 282-5 and MP 282-11 (Central Division Wye)....	12	12
Willow Springs Subdivision:		
Between east end of 43 track and Pacific St. Jct.....	10	10
Between Pacific St. Jct. and Pine St. Jct.....	20	15
Between Pine St. Jct. and M. K. Jct. (Southward movements)	20	20
Between M. K. Jct. and Pine Street Jct. (Northward movements)	10	10
First class trains move at restricted speed between Pine St. Jct. or MK Jct. and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Until engine or lead car over Main Street.....	5	5
Through either crossover just east Main Street.....	10	10
Until engine over Campbell Street	10	10

4. SPEED RESTRICTIONS (Continued).

	MPH	MPH
	Psgt.	Frnt.
Through turnouts at both ends of all sidings Willow Springs Subdivision speed of 25 MPH is authorized except at following locations where speed of 15 MPH through turnouts will be observed:		
Fordland, both ends siding		
Seymour, both ends siding		
Mansfield, both ends siding		
Mtn. Grove, north end siding		
Burnham, both ends siding		
West Plains, north end siding.		
Through interlocking M. K. Jct.....	15	15
Engine of Northward trains passing MP C-204-15.....		45
Through turnout at MP 235-4 and MP C-206-10.....	35	35
Between MP 235-4 and MP C-206-10.....	35	35
Curves between MP C-206-10 and MP C-214-39.....	50	50
C-215-5 C-231-6	60	
C-243 C-244-25.....	50	50
BetweenMP C-244-25 C-245-32.....	40	40
Curves between MP C-245-32 C-251-27.....	50	50
C-251-27 C-254-1	45	45
C-254-2 C-266-33.....	55	
C-266-33 C-267-22.....	45	45
C-267-33 C-280-16.....	55	
Engine of Southward trains passing MP C-259-34.....		50
Curves between MP C-266-33 and MP C-267-22.....	45	45
C-286-37 C-299-21.....	55	
Southward trains MP C-289-30 to MP C-293-10 when over 50 per cent of cars exceed 85 tons per car.....		30
Curves between MP C-299-21 and MP C-309-37.....	50	50
C-309-39 C-319	65	
Between MP C-314-2 and MP C-314-35 until engine through these limits	20	20
Curves between MP C-319-11 and MP C-325-36.....	55	
C-325-37 C-326-7	50	50
C-326-16 C-336-26.....	55	
Engine of Northward trains passing MP C-331-3		50
Southward trains MP C-332 to MP C-339 when over 50 per cent of cars exceed 85 tons per car.....		30
Curves between MP C-336-29 and MP C-337-9	40	35
C-337-19 C-338-34.....	55	
Through turnout north end No. 1 track, Thayer.....	25	25
First class trains move at restricted speed between MP C-339-2 and MP C-340-12, Thayer, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Memphis Subdivision:		
First class trains move at restricted speed between MP C-339-2 and MP C-340-12, Thayer, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Through turnout South end No. 1 track, Thayer.....	20	20
Through turnouts at both ends of all sidings Memphis Subdivision speed of 25 MPH is authorized except at following locations where speed of 15 MPH through turnouts will be observed:		
Mammoth Springs, both ends siding		
Hardy, south end siding		
Williford, both ends siding		
Ravenden, both ends siding		
Black Rock, both ends siding		
Nettleton, both ends siding		
Dobell, both ends siding		
Marked Tree, north end siding		
Curves between MP C-340-26 and MP C-342-5		45
C-342-10 C-342-26.....	40	40
C-343-8 C-348-7		45
C-348-7 C-357-4	45	45
C-372-7 C-374-13.....	45	45
Engine passing MP C-398 when using siding.....	8	8
Engine of Northward trains passing MP C-399-29.....		50
Curves between MP C-398-20 and MP C-409-1	60	
C-413-5 C-416-18.....	65	

4. SPEED RESTRICTIONS (Continued).

	MPH	MPH
	Psgt.	Frnt.
Between MP C-419-12 and MP C-419-27.....	30	30
C-419-30 C-420-17.....	20	20
C-420-17 C-423-5	40	40
Engine of Southward trains passing MP C-460-30.....		50
Through interlocking Turrell:		
River Division main track movement	25	25
Through turnouts end of two main tracks, MP C-471 and MP C-475-17	35	35
Through crossovers near MP C-473-11.....	25	25
Engine of Southward trains passing MP C-480-21.....		35
Curves between MP C-480-25 and MP C-480-35.....	55	45
Over A. & M. Ry. B. & T. Co. Cr. Bridge Jct.....	30	30
Over Mississippi River Bridge, Memphis.....	25	25
The following will govern operation of diesel engines over Mississippi River Bridge, restricted section of which is indicated by "restricted section" signs, located 339 feet north and 452 feet south of the north through-truss span:		
Southward:		
A maximum tractive effort of 189,700 lbs. must not be exceeded within this section.		
When speed over "restricted section" is below 15 MPH the number of units in service shall be restricted to four by isolating other units of engine.		
When engine is composed of four units, in service, following maximum throttle positions govern:		
		Throttle Restrictions
Speed over 12 MPH.....		None
Speed between 12 MPH and 10 MPH.....		7th position
Speed between 10 MPH and 8 MPH.....		6th position
When engine is composed of three units, in service, following throttle positions govern:		
Speed over 10 MPH		None
Speed between 10 MPH and 8 MPH.....		7th position
When speed is below 8 MPH with engine composed of three or four units, in service, power must be shut off and train moved back off bridge, using light throttle, if necessary, to start train.		
When doubleheading, the power of second engine shall not be used over "restricted section" of bridge.		
A train with engine composed of three or four units, in service, must not be started forward if engine standing on "restricted section" of bridge, neither will acceleration be permitted. Light brake application only will be permitted.		
No throttle restrictions for engines composed of two units.		
Northward:		
If train with engine composed of three or more units is stopped with engine on "restricted section" of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Bridge Junction. There are no throttle restrictions for engines composed of two units.		
		MPH
	Psgt.	Freight
Shelco, over end two main tracks.....	15	15
First class trains move at restricted speed between Shelco and Main Street, Memphis, on both tracks expecting to find main track occupied. Either track between these points may be used without protection against first class trains.		
Memphis, through Union Station interlocking.....	8	8
Memphis, on curves Central Station tracks.....	15	15
Between Main St. and Union Ry. Cr., Mile 485.9.....	20	20
Union Ry. Cr., Mile 485.9 and Nonco.....	30	30
Between Main Street and Nonco over street crossings.....	20	20
Nonco, through turnout	30	30
Demo, through turnout	50	50
Between MP C-491-15 and MP C-494-21 on east track.....	50	50
Tennessee Yard, through main line turnout.....	25	25

4. SPEED RESTRICTIONS (Continued).

	Psg'r	MPH Freight
Clinton Subdivision:		
Engine passing MP D-9-21	10	10
MP D-16 until engine over Mo. Pac. crossing.....	20	20
MP D-20-2 until engine or lead car over street crossing.....	10	10
Belvidere, airport track		20
Between MP D-51-14 and MP D-70-18.....	25	25
D-72-13 D-81-21.....	25	25
Between MP D-86-22 and MP D-87-5 until engine over crossings	10	10
Curves between MP D- 95-23 and MP D- 96	25	25
D- 98-12 D- 98-22.....	25	25
D-115-7 D-115-11.....	25	25
D-120-19 D-120-24.....	25	25
D-129-13 D-130-4	20	20
D-144 D-144-12.....	15	15
MP D-190-24 until engine over crossing.....	15	15
Aurora Branch:		
MP B-279-3, until engine over crossing.....	15	15
Salem Branch:		
Between MP A- 92-20 to MP A- 95-18.....	15	15
A- 96-2 A- 96-29.....	15	15
A- 98-15 A- 98-25.....	15	15
A-100-2 A-100-13.....	15	15
A-102-22 A-105-26.....	15	15
A-107-10 A-108-19.....	15	15
A-115-1 A-122-8	15	15
A-124-23 to Salem	15	15
Marion-Hulbert Branch:		
MP SB-476 until engine over crossing.....	5	5
Between MP SB-476-22 and MP SB-476-25 until engine over crossings.....	10	10
Through interlocking MP SB-476-3.....	20	20
Current River Branch:		
Trains handled by 1000 H.P. or heavier diesels:		
Between Winona and Fremont:		
On tangent	20	20
On curves	15	15
Between Fremont and Chicopee	15	15
MP S-296 until engine over crossing.....	10	10
MP S-327-1 until engine over crossing.....	10	10

5. OTHER SPEED RESTRICTIONS.

	MPH	
	Tangent	Curves
Circus Trains:		
Between Grand Ave. and Monett.....	35	25
Between MK Jct. and Black Rock.....	30	25
Between Black Rock and Tennessee Yard.....	35	25
Between J. A. Jct. and Bolivar.....	25	20
Between Bolivar and Leeds Jct.....	20	15
Branch Lines	15	10
Trains Handling:		
Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:		
*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.		
Rolla, Lebanon, Springfield, Willow Springs, and Memphis Subdivisions, and Clinton Subdivision between J. A. Junction and Bolivar.....		30
Clinton Subdivision between Bolivar and Leeds Junction.....		20
Branch Lines		15
Revenue equipment of this type will be handled on written instructions of Chief Dispatcher.		

5. OTHER SPEED RESTRICTIONS (Continued).

	MPH		
	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumptors, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:			
Rolla, Lebanon, Springfield, Willow Springs, and Memphis Subdivisions, and Clinton Subdivision between J. A. Junction and Bolivar.....			30
Clinton Subdivision between Bolivar and Leeds Junction.....			20
Branch Lines			15
Company-owned equipment of this type, when moving from terminals where car inspectors are on duty, will be handled without restrictions unless otherwise instructed.			
Movement of Frisco derricks (wreckers) is authorized as follows:			
Rolla Subdivision—St. Louis to Newburg.....	35	35	45
Cuba to Salem.....	15	No	No
Except: Bridges A-92.2, A-105.9, A-109.8	5	No	No
Note: Over bridges A-92.2, A-105.9, A-109.8 separate 100 ton derrick from engine by 3 cars, not exceeding 100,000 pounds gross weight.			
Lebanon Subdivision—Newburg to Springfield	35	35	45
Springfield Subdivision—Springfield to Monett	35	35	45
Aurora Branch—Aurora to Mt. Vernon.....	15	No	No
Ozark Branch—Springfield to Kissick	15	15	15
Except: Bridge A-247.6	15	10	10
Note: Over bridge A-247.6, separate 160 and 250 ton derricks from engine by 2 cars, not exceeding 100,000 pounds gross weight.			
Kissick to Ozark	10	No	No
Willow Springs Subdivision—Springfield to Thayer	35	35	45
Current River Branch—Willow Springs to Chicopee			
Chicopee	10	No	No
Memphis Subdivision—Thayer to Memphis	35	35	45
Except: Mississippi River Bridge C-482.1.....	25	25	25
Note: Over bridge C-482.1, separate 160 and 250 ton derricks from other parts of train by 1 car, not exceeding 100,000 pounds gross weight, both front and rear of derrick.			
Lepanto Branch—Tyronza Jct. to Lepanto.....	10	No	No
Marion—Hulbert Branch, Marion to Hulbert.....	20	20	20
Clinton Subdivision—Kansas City to Clinton.....	25	25	25
Clinton Subdivision—Clinton to Walnut Grove.....	20	No	No
Clinton Subdivision—Walnut Grove to Springfield..	20	20	20
Loaded cars equipped with arch bar trucks			45
Special type ore cars less than 24 feet in length.....			{ Loaded 25 Empty 35
Triple loads on curves except where further restricted.....			35
6. SWITCH LIGHTS.			
No switch lights on Salem, Aurora, Ozark, Current River, Lepanto, Marion-Hulbert Branches nor on Clinton Subdivision between J. A. Junction and North Clinton.			

7. BLOCK SIGNALS.

ABS —MP 2-8	{to MP 15-28 (Westward Track) }to MP 17-37 (Eastward Track)
CTC—MP 15-28 (North Track) 17-37 (South Track).....	to MP 118-23
ABS —MP 118-23.....	to MP 119-37
CTC—MP 119-37.....	{to MP 237-9 (Freight line) }to MP 238-16 (Pine St. Jct.)
ABS—MP 238-16 (Pine St. Jct.).....	to Jefferson Ave., Springfield
CTC—MP 241-18.....	to MP 280-26
ABS —MP 280-26.....	to MP 281-31
CTC—Nichols.....	to MP C-200-39
ABS —MP C-200-39.....	to MP C-201-23
CTC—MP C-203-5.....	to MP C-339-2
ABS —MP C-339-2.....	to MP C-462-17
CTC—MP C-462-17.....	to MP C-483-6
ABS —Main St. Interlocking.....	to MP C-490-12
CTC—MP C-490-12.....	to MP C-494-21

TRAIN MEET SIGNS

Memphis Subdivision

Thayer, MP C-340-4	Southward trains
Mammoth Spring, MP C-341-38	Northward trains
Baker, MP C-362-25	Northward trains
Imboden, MP C-380-21	Northward trains
Jonesboro MP C-419-29	Northward trains
MP C-421-7	Southward trains
Coon, MP C-439-10	Northward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign, opposing approach signal will display stop indication.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.

Two main tracks between following locations are signalled for traffic in both directions:

Lebanon and Kurn designated as	north and south track,
Globe and Monett	north and south track,
Harvard and Critco	east and west track.
Demo and Tennessee Yard	east and west track

Missouri Pacific crossing Mile 4.9:

Trains finding "Stop and Proceed" signals displaying stop indication will be governed by Rule 510 after observing crossing not being used by Missouri Pacific train or engine. Trains moving against current of traffic will approach "Stop and Proceed" dwarf signals prepared to stop.

Between Grand Avenue and MP 5-31 movement of trains with current of traffic will be as prescribed by Rules 251 to 254 inclusive.

Between MP 5-31 and S. E. Jct. movement of trains for both opposing and following movement will be as prescribed by Rules 261 to 264, inclusive. Trains finding "Stop" signals displaying stop indication will communicate with operator and be governed by his instructions. If communications fail, trains may proceed under flag protection to next signal. Trains must secure authority from operator at Lindenwood to enter main track at hand-operated switches and notify operator when movement completed. Trains moving against current of traffic on eastward track will approach "Stop" signal MP 5-31 prepared to stop.

Lindenwood Yard:

Color light signals on Arloe lead for use in doubling trains and other moves. Control switch near No. 11 switch and on No. 13 speaker. Emergency stop switch in yardmaster's tower and switch No. 11 on Lindenwood lead. Signals normally dark, when illuminated the following governs:

Color	Indication
Red	Stop
Flashing yellow	Move west normal speed
Yellow	Move west slowly
Flashing green	Move east normal speed
Green	Move east slowly

When signals are being used, absence of a light or white light displayed must be regarded as a Stop indication.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES (Continued).

When emergency Stop switch used, contact yardmaster for instructions.

Between S. E. Jct. and beginning CTC MP 15-28 on westward track and between end CTC MP 17-37 and S. E. Jct. on eastward track, movement of trains with current of traffic will be as prescribed by Rules 251 to 254 inclusive. Eastward trains using north track at Valley Park will not move beyond CTC limits MP 15-28 without train order authority or flag protection.

Valley Park: When white light displayed at indicator at highway crossing MP 18-24 poles eastward stop signal MP 18-11 poles displays proceed indication. If white light is not lighted engine must stop clear of highway crossing.

Pacific: White light displayed at indicator MP 33-41 authorizes reversing switch located MP 33-39. If no white light displayed, authority for move must be secured from dispatcher.

Trains using industry track at MP 54-4, MP 182-35, MP 213-10, MP C-203-15 and MP C-312-19 must have a portion of its train occupying main track or leave the main track switch open while using such track.

Electric light at west end umbrella shed Springfield passenger station will display white light when "STOP" signal at MP C-200-39 displays proceed indication.

Two white light type indicators located north of main track near east end Springfield passenger station are controlled by dispatcher. Eastward trains making movement beyond Pine St. Jct. will not leave station unless white light is displayed in north indicator. Southward trains making movement beyond MK Jct. will not leave station unless white light is displayed in south indicator. If no indication is displayed when ready to leave, train man will communicate with dispatcher for authority.

Aurora: White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If no white light displayed, authority for move must be secured from dispatcher.

Between MP 280-26 and Monett passenger station trains will be governed by block signals, whose indication will supersede the superiority of trains for both opposing and following movements on the same track.

LOCATION OF SPRING SWITCHES.

MP 5-35.....	End two main tracks
MP 7-15.....	East end crossover
MP 7-17.....	West end crossover

North Springfield:

West end crossover between freight main track and drill track MP 236-23.

Junction switch between east end of 43 track and west leg of wye.

Junction switch between west leg of wye and freight main.

East end crossover between 43 track and freight main near MP 237-6.

Monett MP 280-35.....	East Lead to south track
Monett MP 282	Heating plant spur
Diggins.....	North end siding
Mansfield.....	South end siding
Norwood.....	North end siding
Mtn. Grove.....	North end siding
Cabool.....	South end siding
Olden.....	North end siding
West Plains.....	North end siding
Koshkonong.....	South end siding
Thayer.....	North end No. 2 track South end No. 1 track
King.....	Both ends siding
Baker.....	Both ends siding
Imboden.....	Both ends siding
Hoxie.....	Both ends siding
Jonesboro.....	South end siding
Turrell.....	North end siding
MP C-474.....	Hulbert Branch
Bridge Jct.....	North end siding
Shelco.....	Northward main track
MP C-483-37.....	Northward main track

Spring switch leading from northward main track to north wye, Central Station, Memphis, normal position lined for north wye and displaying yellow indication.

Between Main Street and Nonco movement of trains with current of traffic on both tracks will be as prescribed by Rules 251 to 254, inclusive.

9. INTERLOCKINGS.

CTC—AUTOMATIC

(After communicating with dispatcher or operator, be governed by Rules 663 and 664).

- MoPac crossing, Aurora, Mile 269.0
- A&M Ry. B&T Co. crossing, Bridge Jct. Mile C-481.4.
- M. K. Junction—Mo. Pac. Crossing Mile C-202.9.

AUTOMATIC (Rules 663 and 664).

- Mo. Pac. crossing, Fairlawn mile 11.8.
- St. L.-S. W. crossing, mile C-422.2.
- Mo. Pac. crossing, mile C-423.8.
- St. L.-S. W. crossing, mile C-436.2.
- Mo. Pac. crossing, mile SB-476.1.
- Mo. Pac. crossing, mile D-16.0.

"Stop" signal governs movement of southward trains and over-head color light signal governs movement of northward trains on main track over SL-SF Railway crossing (Kansas Street) at MP C-483-25. In addition southward trains must receive a hand proceed signal with yellow flag or yellow light from operator-switchtender at Kentucky Street before proceeding over Kansas Street crossing. If signals governing movements over this crossing do not display proceed indication, be governed by instructions of operator-switchtender.

Train movements over Union Railway crossing at Kentucky Street will be governed by hand signal with yellow flag or yellow light. Northward trains must receive this hand signal before passing Florida Street.

Color light signal protects crossing with I. C. Ry. Mile C-483.8, south of Central Station, operated by switchtender. Trains stop for crossing and proceed when color light signal displays proceed indication or on instructions from switchtender.

10. CROSSING GATES (Rules 98 and 98(a)).

- Union Ry. crossing Mile C-486.5 normal position against Union Ry.
- Mo. Pac. crossing Mile D-44.8 normal position against S. L.-S. F.
- M.K.T. crossing Mile D-86.2 normal position against S. L. S. F.

11. LOCATION OF YARD LIMITS.

St. Louis to Old Orchard	North Clinton
Cuba (Salem Branch only)	Ozark Branch
Newburg	Willow Springs (Current River Branch only)
Springfield	Thayer
Springfield Yard	Hoxie
Aurora (Aurora Branch only)	Jonesboro to Aggie
Monett	Marked Tree to Tyronza Jct.
K. C. Belt Jct. to Leeds	Tyronza Jct. to Lepanto
Grandview	Marion to Hulbert
Harrisonville	Shelco to Nonco
Clinton	

12. DRAWBRIDGES (Blank).

13. AUXILIARY LINES (Rules 14, w and x).

S. E. Jct.....	River Division
Cuba.....	Salem Branch
Pine St. Jct. and Main Ave.....	Lebanon Subdivision
M. K. Jct.....	Lebanon Sub. and Ozark Branch
J. A. Jct.....	Clinton Subdivision
Nichols—Northward and westward trains.....	Freight Line
—Southward and eastward trains.....	Northern Division
Aurora.....	Aurora Branch
Monett.....	Central Division
Willow Springs.....	Current River Branch
Hoxie.....	River Division
Nettleton.....	River Division
Tyronza Jct.....	Lepanto Branch
Turrell.....	River Division
Marion.....	Marion-Hulbert Branch

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

- 4 units—All RD-SW units—isolate rear unit.
- 5 units—1 road—1 RD-SW—3 road—isolate two rear units.
- 6 units—All road units—isolate rear unit.
- 6 units—1 road—1 RD-SW—4 road—isolate three rear units.

HANDLING ENGINES IN TRAINS.

Diesel engines, 1 to 8 inclusive, will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in following combinations:

- 3 AT&N units
- 3 RD-SW units
- *4 RD-SW units
- *1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- **1 Road—3 RD-SW units—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- *6 Road units (except units 800 to 807, incl.)
- **1 Road—1 RD-SW—4 Road
- *—When making back up movement or taking slack, isolate lead unit.
- **—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to EA7, E8A, F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight (A&B) and U25 units. Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units. When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

A RD-SW unit must not be used as the lead unit of an engine containing road units.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Also road switcher units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

(1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.

(2) On electrically locked, hand-operated switches within CTC limits.

(3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

(b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.

(c) Care must be used to be sure that all bales remaining in the car are free from fire.

(f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

15. GENERAL INSTRUCTIONS (Continued).

CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

Steam engines handled dead in train over bridges C-390.2 and C-482.1 must be separated by 35 or more freight or 18 or more passenger cars from any other steam engine on bridge.

Regular connections of Trains 30, 32, 34, 37, 435, 437, 131, 133, 134, 135, 136 and 138 will not handle triple loads and will not handle cars restricted to speed below maximum.

Trains standing between "Stop" signals between MP 181-21 and MP 183-33 on either south or north track will not require rear end flag protection.

Trains on Ozark Branch will stop and flag from ground position all crossings in city limits of Springfield, Schweitzer Road Crossing MP A-243-9, and Highway AE Crossing at MP A-245-21, and crossing whistle will not be sounded within city limits of Springfield except when necessary to prevent accident.

Trains from the east or south must receive proceed signal from yardman before passing crossover switches just east of Main Ave., Springfield.

Trains must not be moved through double crossovers east of Main Ave. near passenger station Springfield so that engine will occupy both crossovers at the same time.

When trains are shoved over highway crossing MP B-279-3, Aurora Branch, crossing must be flagged from a ground position.

On trains arriving Monett, train men must set sufficient hand brakes, not less than eight, on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight, must be set on remaining cars to prevent them from rolling out. Train men must not release hand brakes in Monett until engine is attached and train line charged.

Spring switch at heating plant spur leading out of south main track Monett MP 282-0 equipped with electric switch light, which will display stop indication, for westward movement, when lined for movement to spur track and proceed indication when lined for main track movement. Normal position of this spring switch will be from south main track to the heating plant spur. Spring switch rule 104(e) will govern.

Except when in use, switch at east end of crossover from south main track to north main track, near MP 282, Monett must be left lined for the south track.

All engines approaching crossings within city limits of St. Louis and between MP 7-20 and MP 13-20, will ring engine bell as engine approaches crossing whistle sign "W" and continuing until engine over crossing. Within above limits, whistle will not be sounded except as warning when person or vehicle is on or approaching crossing oblivious to approach of train and whose attention cannot be attracted by ringing bell, and to comply with requirements of Rules 14 (c), (d), (e), (f), (k), (u), (v).

Cars must not be dropped across any street in city limits of Valley Park. Cars must not be dropped or kicked into clear tracks at Chrysler yard, Valley Park.

To avoid blocking Clay Street and to avoid excessive operation of flashing light signals at Crittenden Street, eastward trains stopping in north siding at Marshfield will when practicable, stop at least 100 feet west of Clay Street.

Sufficient hand brakes must be set on trains arriving Lindenwood to prevent cars from rolling out. When required to double over, this applies to each cut. Hand brakes on outbound trains must not be released until engine is attached and train line charged.

15. GENERAL INSTRUCTIONS (Continued).

When using MK Siding, movements over National, Fremont and Mill Streets will be protected from ground position, unless automatic crossing protection is operating.

All movements over the following road crossings will be protected from ground position before occupying crossing, and in addition at night display lighted red fusee on each side of track:

Clinton—Depot Spur	Second and Third Streets
MP A-247	Highway 65
Salem	Highway 19
Black Rock—Furniture Spur	Third Street
Tyronza—Team Track	Highway 118

Flashing light signals protect highway crossing West Memphis. Trains must stop before reaching crossing. Train man will go to crossing and start signals operating by inserting and turning switch key in black box marked "Key" mounted on either signal on west side of track. Signals will continue to operate for one minute. After one minute, if train not between insulated joints located on each side of highway, signals will cease to operate and it will be necessary to repeat above operation.

Woods Street, West Memphis, must be flagged from ground position in advance of engine or car.

Engine or cars higher than open top gondolas will not be moved within Bowers and Wood Company building, West Memphis.

Unless otherwise instructed, southward freight trains with cars for Georgia Street on head end will stop north of Arkansas Street, and cut off engine to permit yard engine to take off cars.

Southward freight trains furnish Operator Kentucky Street with train and engine number, name of conductor, engineer, fireman, time called, loads, empties and tons.

Inbound trains will enter track Tennessee Yard as displayed by track indicator. If no track number displayed communicate with Yardmaster for instructions.

TRACK RESTRICTIONS

Pacific—Restrict speed to 3 MPH with entire cut of cars when moving over live rail of scale, Meramec Sand and Gravel Company track.

Engines will not use track beyond first inside switch M&I Spur, Pacific.

No engine will be permitted in industry track, mile 36.4, beyond point of clearance.

Jonesboro—American Handle Company track must not be used beyond private crossing approximately 300 feet from end of track.

17. TONNAGE RATING OF ENGINES BY CLASSES.

WESTWARD AND SOUTHWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Lindenwood to Pacific				1360	2000	2350	2470
Pacific to Newburg				1085	1630	1790	1880
Newburg to Arlington					4650	5440	5710
Arlington to Dixon					1400	1640	1720
Dixon to Lebanon					1525	1785	1875
Lebanon to Strafford					1600	1870	1965
Strafford to Springfield Yard.....					4650	5440	5710
Springfield Yard to Verona					2000	2340	2455
Verona to Monett					1700	1990	2090
Kansas City to Holmes	1040		1170	1040	1560	1825	1915
Holmes to East Lynne	980		1100	980	1475	1725	1810
East Lynne to Deepwater	1040		1170	1040	1560	1825	1915
Deepwater to Walnut Grove	960		1080	960	1440	1685	1770
Walnut Grove to Willard	960		1080	1300	1950	2275	2390
Willard to Springfield Yard	960		1080	1480	2225	2595	2725
Cuba to Cooks	815	550	915	815	1400	1640	1720
Cooks to Salem	650	430	730	650	1165	1360	1430
M. K. Jct. to MP A-250.....				1000	1500	1750	1835
MP A-250 to Ozark				650	975	1135	1190
Aurora to Mt. Vernon		620		935	1400	1640	1720
Springfield Yard to Norwood					1500	1755	1840
Norwood to Burnham					1350	1580	1660
Burnham to Koshkonong					2000	2340	2455
Koshkonong to Sedgwick					4000	4425	4645
Sedgwick to Jonesboro					2500	2925	3070
Jonesboro to Bridge Jct.				1775	4000	4425	4645
Bridge Jct. to Tennessee Yard.....				1300	2000	2340	2455
Marked Tree to Lepanto	2655	1780	3000	2665	4000	4680	4915
Willow Springs to Winona	1000	670	1175	1000	1315	1590	1670
Winona to Chicopee	1160	780	1300	1160	1740	2035	2135

EASTWARD AND NORTHWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Monett to Globe					1725	2020	2120
Globe to Springfield Yard					1950	2280	2395
Springfield Yard to Dixon					1725	2020	2120
Dixon to Newburg					4650	5440	5710
Newburg to Dillon					1400	1640	1720
Dillon to Cuba					2125	2485	2610
Cuba to Lindenwood				1360	2000	2340	2455
Valley Park to Kirkwood (Westward Track)				1000	1500	1755	1840
Tennessee Yard to Bridge Jct.				1300	2500	2925	3070
Bridge Jct. to Aggie				1775	4000	4665	4900
Aggie to Hoxie					2500	2925	3070
Hoxie to Hardy					4000	4665	4900
Hardy to Thayer					2325	2720	2855
Thayer to Norwood					1300	1520	1595
Norwood to Springfield Yard					1500	1755	1840
Lepanto to Marked Tree	2665	1780	3000	2665	4000	4680	4915
Chicopee to Winona	860	580	965	860	1280	1495	1570
Winona to Willow Springs	1060	710	1195	1060	1370	1600	1680
Springfield Yard to Wishart	1200		1350	1200	1800	2105	2210
Wishart to Lowry City	950		1075	950	1425	1665	1750
Lowry City to East Lynne	1215		1365	1215	1825	2135	2240
East Lynne to Harrisonville	905		1015	905	1360	1590	1670
Harrisonville to Grandview	930		1040	930	1400	1640	1720
Grandview to Sheffield	1515		1700	1515	2275	2660	2705
Sheffield to Kansas City	1215		1365	1215	1825	2135	2240
Mt. Vernon to Aurora		620		935	1400	1640	1720
Ozark to Cassidy				710	1065	1240	1300
Cassidy to M. K. Jct.				965	1450	1690	1775
Salem to Cuba	780	520	875	780	1160	1355	1420

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—237		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
800—807	U-25	FRT.	52	No	70	41.7	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT
BY COUPLING CARS
NOT OVER 4 MPH**

**ALERT TODAY . . .
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{ 51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Baggage	101	79		"	359	69	
"	106	78		"	360	68	
"	134	78		"	362—365	72	
"	135	78		"	367	74	
Mail & Baggage	201	68		"	368	71	
"	202—204	71		"	369	66	
"	205	68		"	370	73	
"	206 & 208	71		"	371	75	
"	209	72		"	372	74	
"	210—212	70		"	373—374	76	
"	214	68		"	375	70	
"	216	69		"	376	73	
"	217	73		"	378—379	76	
"	218—225	71		"	380—390	67	
"	251—252	55		"	393	58	
Baggage	304	66		"	394	65	
"	306 & 309	61		"	395	66	
"	312	67		"	412	68	
"	315	62		"	425—439	69	
"	322	59		"	440	75	
"	325	61		"	441—443	66	
"	333	61		"	444—445	68	
"	336	69		"	450—451	35	
"	337 & 339	70		Non-working Baggage	452—464	34	
"	341	76		Box-Express	465—469	23	
"	342	70		Dining Car	638	102	
"	343	71		" "	640	97	
"	344	73		" "	641	99	
"	346	70		" "	650	68	
"	348	69		Coach	751—757	84	
"	349	61		"	759	80	
				"	761	82	
				"	762	82	
				"	765—770	79	
				"	771	82	
				"	772—775	81	
				Coach	1053—1060	81	
				"	1062	84	
				"	—1064	83	
				"	1068	81	
				"	1071—1074	83	
				"	1081—1085	81	

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096	64		Coach-Lge.- Buffet	1650—1652	65	
Coach	1102 & 1103	81		Postal	2041 & 2043	58	
"	1107—1108	82		"	2045	69	
"	1203	82		"	2049	74	
"	1206	79		"	2050	65	
"	1207—1208	82		Storage Mail- De Luxe	2054	60	
"	1209—1211	78		Coach	Wichita	83	
"	1213	78		"	Enid	90	
"	1250—1258	64		"	Ft. Smith	87	
"	1259	68		"	Okmulgee	80	
Sleeper-Observation Lounge	1350	66		"	Joplin	82	
"	1401—1402	102		Lounge-Diner	Kan. City	104	
Sleeper	1450—1466	69		"	Birm'ham	103	
Cafe-Lounge	1506	109		"	Memphis	105	
Diner-Lounge				Business Car	Saint Louis	94	
Observation	1550 & 1551	68		"	S. Francisco	115	
Buffet	1601—1603	85		"	Tennessee	109	
Buffet-Lge.	Glendale	89		"	Missouri	107	
				"	Springfield	109	
				"	Alabama	106	
				"	Oklahoma	110	
				"	Kansas	105	

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

* Diesel Electric.