

<b>FIRST SUBDIVISION—</b>	
Air Line Jct. to Pittsburg.....	124.0 Miles
<b>SECOND SUBDIVISION—</b>	
Pittsburg to Watts.....	106.6 "
K. O. G. Junction to Baxter Springs.....	20.4 "
<b>THIRD SUBDIVISION—</b>	
Watts to Heavener.....	102.1 "
<b>FOURTH SUBDIVISION—</b>	
Heavener to De Queen.....	95.3 "
<b>Kansas City Southern Mileage.....</b>	<b>448.4 Miles</b>
<b>Arkansas Western Mileage.....</b>	<b>31.9 Miles</b>
<b>F. S. &amp; V. B. Branch.....</b>	<b>20.7 Miles</b>

**SAFETY**  
**Is of**  
**FIRST IMPORTANCE**  
**in the**  
**Discharge**  
**of Duty**

J. L. DEVINEY, Trainmaster, First and Second Subdivisions.....	Pittsburg, Kans.
JOE WEBB, Trainmaster, Third and Fourth Subdivisions.....	Heavener, Okla.
H. S. McHENRY, Asst. Trainmaster, Northern Division .....	Pittsburg, Kans.
L. M. HOUGH, Chief Dispatcher, First, Second and Third Subdivisions....	Pittsburg, Kans.
A. G. STUCKEY, Chief Dispatcher, Fourth Subdivision .....	Shreveport, La.
J. E. HUTTO, Dispatcher.....	Pittsburg, Kans.
H. R. PREDDY, " .....	" "
D. K. OWEN, " .....	" "
P. J. NEAL, " .....	" "
B. R. THOMPSON, " .....	" "
A. W. HALL, Traveling Engineer.....	Shreveport, La.

# KANSAS CITY SOUTHERN LINES

## THE KANSAS CITY SOUTHERN RAILWAY COMPANY

### TERMINAL AND NORTHERN DIVISIONS AND THE ARKANSAS WESTERN RAILWAY COMPANY

### TIME TABLE NO. 44

EFFECTIVE AT 12:01 A. M.

SUNDAY, JAN. 12, 1958

### FOR EMPLOYEES ONLY

R. J. BLAIR,  
General Manager,  
Kansas City, Mo.

R. R. SUTTER,  
Superintendent Transportation,  
Shreveport, La.

C. M. MARTIN,  
Superintendent,  
Pittsburg, Kas.

R. D. FRETWELL, Gen. Supt.,  
Milw.-K. C. S. Joint Agency,  
Kansas City, Mo.

# KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

F. W. NICHOLS, Supervisor, Room 204, Kansas City Southern Building, Kansas City, Mo.

Dr. Carl D. Enna.....Chief Surgeon.....Kansas City, Mo. 316 Argyle Bldg.	Dr. James R. Carter..Local Physician.....Neosho, Mo.
" Harry K. Cohen..Asst. Chief Surgeon.... " " " 318 Argyle Bldg.	" H. R. Bridges.....Dentist " " "
" F. E. Wade.....Local Physician (Eye).. " " " " A. N. Altringer...Ear, Nose and Throat... " " " " J. S. Knight..... " " " " " " " " W. P. Bunting.... " " " " " " " " C. E. Hassig..... " " " " " " " " Wm. A. Staggs....Urologist " " " " " " " " J. P. Frick.....Dermatologist " " " " " " " " Otho Duncan....Dentist " " " " " " " " W. A. Bewley.... " " " " " " " " C. C. Sebert..... " " " " " " " " S. S. Hill.....(Colored) " " " " " " " " L. M. Tillman....Local Physician (Col.).. " " " " " " " " Ray B. Riley..... " " " " " " " " A. S. Stelnzelg... " " " " " " " " C. W. Alexander.. " " (Col.).. " " " " " " " " G. C. Newman.... " " " " " " " " K. L. Shireman...Local Physician..... " " " " " " " " C. W. Robinson...Dentist " " " " " " " " G. L. O'Connell...Local Physician.....Grandview, " " " Chas. F. Grabske.. " " Independence, " " " V. E. Link..... " " " " " " " " Chas. F. Grabske, Jr. Ear, Nose & Throat... " " " " " " " " K. A. Mangels...Local Physician..... " " " " " " " " Martin V. Robbins " " Cleveland, " " " A. W. Sandidge... " " Mulberry, Kansas-Mo. " " " E. C. McDonald...Division Surgeon.....Pittsburg, Kan. " " " C. Herbert Smith.Asst. Division Surgeon.. " " " " " " " " J. D. Pettet.....Local Physician..... " " " " " " " " C. Mart Montee... " " " " " " " " C. H. Fain.....Local Phy., Eye, Ear, Nose, Throat " " " " " " " " J. C. Mays.....Dentist " " " " " " " " O. L. Alberty....Local Physician.....Carl Junction, Mo. " " " H. L. Bogan..... " " Baxter Spgs, Kan. " " " V. Dale Alquist... " " " " " " " " R. R. Brookshire..Dentist " " " " " " " " G. A. Schulte....Division Surgeon.....Joplin, Mo. " " " Lloyd H. McPike...Asst. Div. Surgeon..... " " " " " " " " W. W. Hurst....Local Physician..... " " " " " " " " Winfred L. Post..Eye, Ear, Nose & Throat " " " " " " " " L. N. Goff.....Dentist " " " " " " " " M. C. Bowman....Local Physician.....Neosho, Mo. " " " Harold C. Lentz.. " " " " " " " " F. F. Whitehead.. " " " " " " " " L. T. Taylor..... " " " " " " " " T. E. Walkup.... " " " " " " "	
	" S. B. Buck.....Local Physician.....Anderson, Mo. " " " J. J. Royce..... " " Noel, " " " W. Wilson..... " " Gravette, Ark. " " " B. L. Hall..... " " " " " " " " A. L. Peacock.... " " Gentry, " " " Rex Williams.... " " Siloam Springs, " " " Billy J. Puckett... " " " " " " " " H. M. Flickinger..Dentist " " " " " " " " J. R. Graves..... " " Westville, Okla. " " " R. D. Manning...Local Physician..... " " " " " " " " R. C. Emmott.... " " Stilwell, " " " R. L. Currie.....Local Physician.....Sallisaw, " " " J. D. McAnally...Dentist " " " " " " " " J. A. Morrow....Local Physician..... " " " " " " " " Chas. S. Burns...Local Physician.....Bokoshe, " " " Marlin B. Hoge...Division Surgeon.....Ft. Smith, Ark. " " " A. F. Hoge.....Local Physician..... " " " " " " " " W. C. Eberle.... " " " " " " " " H. H. Smith..... " " " " " " " " Thomas P. Foltz.. " " " " " " " " W. L. Shippey.... " " " " " " " " E. Z. Hornberger. " " " " " " " " Chas. S. Lane....Eye, Ear, Nose & Throat " " " " " " " " E. C. Moulton, Jr. " " " " " " " " L. M. Henry..... " " " " " " " " R. B. Lee.....Dentist " " " " " " " " C. C. Collier..... " " " " " " " " Earl M. Woodson.Local Physician.....Poteau, Okla. " " " R. W. Lowrey.... " " " " " " " " C. S. Cunningham. " " " " " " " " Neeson Rolle.... " " " " " " " " James R. Baker..Dentist " " " " " " " " W. K. Baker..... " " " " " " " " S. C. Dean.....Local Physician.....Howe, " " " E. N. Fair.....Division Surgeon.....Heavener, " " " Harold B. Wright.Local Physician.....Waldron, Ark. " " " Joe R. Luther....Dentist " " " " " " " " Pierre Redman...Local Physician.....Mena, " " " John P. Wood.... " " " " " " " " L. O. Dickson...Dentist " " " " " " " " G. W. Goforth.... " " " " " " " " Frank A. Lee....Local Physician.....Vandervoort, " " " G. L. Kimball....Division Surgeon.....DeQueen, " " " LeRoy Callahan...Local Physician..... " " " " " " " " Chas. N. Jones...Asst. Div. Surgeon..... " " " " " " " " Wayne G. Pullen..Local Physician..... " " " " " " " " C. M. Gore.....Dentist " " " " " " "

# SPECIAL INSTRUCTIONS

Current time table and transportation department rules of the Kansas City Terminal Ry. Co. will govern between Big Blue Jct. and Kansas City Union Station.

Kansas City Southern Lines Time Table, Rules and Instructions will govern while using Joplin Union Depot Company's tracks between Third Street and Main Street, Joplin.

Northward trains are superior to southward trains of the same class, except:

- No. 1 is superior to No. 16
- No. 77 is superior to No. 42, No. 82 and No. 88
- No. 91 is superior to No. 92
- No. 177 is superior to No. 188

Inferior class trains, extra trains and engines will clear No. 1 and No. 2 at least ten (10) minutes. Rule S-89, addition.

Traveling Engineer has the authority of Trainmaster.

## REGISTER STATIONS

Kansas City Union Station	Watts
West Wye Tower	Ft. Smith
North Yard	Heavener
Joplin Union Depot	DeQueen Psgr. Depot

**KANSAS CITY:** It is to be understood that when first class trains register at Kansas City Union Station such register covers arrival of such trains at Big Blue Junction and this register may be accepted by inferior trains or engines.

KCS trains are not required to register at Joplin Union Depot.

Foreign line trains coming onto or leaving KCS tracks at Pittsburg will secure train orders, clearance, and register at North Yard office, 23rd street.

All trains will secure clearance before departing North Yard.

Second Subdivision freight trains cleared at North Yard will not be required to secure clearance at Pittsburg.

Second Subdivision trains will obtain clearance at Joplin Union Depot.

Conductors of first class trains and Passenger Extra trains will leave register ticket with operator at North Yard.

Conductors of first class trains will register by ticket at Watts.

When making out register check form 227, Conductors will also furnish copy to rear trainmen. Rules 83-A and 83-B, addition to.

First class trains will not carry signals on First and Second Subdivisions.

Conductors of first class trains and passenger extra trains will receive at Joplin northward, and North Yard southward, two sets of orders and clearance. Conductors will deliver one set to the engineer handling train out of Pittsburg, with any other orders or instructions in his possession affecting the movement of his train.

## SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track between Kansas City and DeQueen except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:		
<b>Maximum Speed MPH—Diesel Operation:</b>		
Between Big Blue Jct. and MP-24.....	65	50
Except: MP-11 to MP-11.5.....	55	40
MP-16 to MP-17.....	55	30
Bridge B-23, MP-22.7 to Bridge C-23, MP-22.8.....	55	40
Between MP-24 and Pittsburg.....	78	50
Except: Around curves not protected by slow boards.....	70	50
Bridge A-43, MP-42.0.....	45	45
Bridge A-74, MP-73.2.....	45	45
When handling No. 77.....	.....	60

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between Pittsburg and McElhany.....	75	50
Except: Ten degree (10°) curve mile 197..	20	15
Around curves not restricted by slow boards.....	65	50
Between McElhany and Watts.....	65	48
Except: Bridge A-206, MP 205.2.....	40	40
Bridge A-234, MP 234.0.....	45	45
Between Watts and Heavener.....	58	48
Except: Bridge A-307, MP 306.8.....	40	40
Between Heavener and Mena.....	65	48
Between Mena and DeQueen.....	60	40
Except: When handling No. 77.....	....	48

**ALL POINTS:** Trains and engines entering, moving through and leaving sidings and yard tracks will not exceed LOW SPEED.

Except where other restrictions require slower speed, Passenger trains will not exceed 50 mph, and Freight trains 35 mph while meeting or passing another train occupying a siding.

**ALL POINTS:** Engines in yard or road service, with or without cars, will not follow a preceding movement over a public crossing closer than five (5) minutes unless such crossing is protected by flagman or crossing gates.

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

Except for regular No. 77, the maximum speed of freight trains around curves restricted by slow boards are restricted to five (5) mph below that indicated on slow boards.

**FULLER-MULBERRY:** Approaching StLSF Ry. Crossing MP-119.3; passenger trains reduce to 60 mph and freight trains reduce to 40 mph at the approach signals to this crossing.

**F.S.&V.B. BRANCH:** Maximum speed between Coal Creek and McCurtain, 30 mph. Between McCurtain and end of line, 20 mph.

**POTEAU:** Northward passenger trains reduce speed to 45 mph and northward freight trains to 25 mph at the northward approach signal MP-326.0.

**BAXTER SPRINGS BRANCH:** Not to exceed 25 mph at any point.

**EASTWOOD:** Freight trains moving into Kansas City for passenger trains will stay at Eastwood unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct.

**GRANDVIEW:** Train No. 1 will reduce to not exceed 30 mph daily in order to exchange heavy volume of U. S. Mail.

**PITTSBURG:** First class trains run at restricted speed between ATSF Ry. connection at Fourth Street overpass and MoPac yard connection, expecting to find foreign line trains and/or engines occupying main tracks.

**JOPLIN:** First class trains run at restricted speed on Joplin Union Depot Company's tracks, expecting to find foreign line trains and/or engines occupying JUD main tracks.

**NEOSHO:** Northward trains except first class and passenger extra trains, will stop at south yard limit board MP 174.7 and will not proceed until the train line has been fully recharged.

**GRAVETTE:** SPRING SWITCHES are located at each end of Gravette yard. The current of traffic for northward movements is on the East track, and southward movements on West track. Maximum speed of 30 mph, entire train through turnouts and over spring switches in either direction. Rule 104(a) and other rules applicable will govern.

**GENTRY:** Trains 1 and 2 reduce speed not to exceed 30 mph passing mail crane in order to exchange heavy U. S. Mail.

**WESTVILLE:** Train No. 2 will reduce speed to not exceed 30 mph passing depot in order to exchange heavy volume of U. S. Mail.

**MARBLE CITY:** Do not exceed 10 mph over Sallisaw Creek bridge on Quarry spur track.

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by proper authority:

- Diesel engines ..... 4 inches
- Passenger cars ..... 9 inches
- Freight cars ..... 25 inches

When trains are operated through water, a maximum speed of five (5) mph must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air-conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus required to be cleaned and dried.

HEAVENER: First class trains run at restricted speed between first crossover switch north of station platform and the first crossover switch south of station platform.

DeQUEEN YARD-DeQUEEN PSGR. DEPOT: First class trains run at restricted speed between north lead switch DeQueen Yard and south siding switch DeQueen Psgr. Depot.

**SPEED THROUGH CITY LIMITS**

Speed of trains restricted as follows by City Ordinance:

Kansas City .....	25 mph	Goodman .....	25 mph
Drexel, Psgr. ....	50 mph	Anderson .....	20 mph
Drexel, Frt. ....	40 mph	Noel .....	20 mph
Amsterdam, Psgr. ....	40 mph	Stilwell .....	25 mph
Amsterdam, Frt. ....	35 mph	Mena (4th, Mena, 7th and 10th streets) .....	15 mph
Pittsburg .....	15 mph	DeQueen .....	25 mph
Joplin .....	25 mph		
Neosho .....	30 mph		

**MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS**

Railroad	Crossing	M.P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
Fort Smith Branch: K.C.S.— Alley Trk. M.V. Ry...	Gated Rule 98. Stop.	Yard Garland Ave...	Fort Smith... Fort Smith...	20 20	20 20
St.L.S.F.Ry.	Interlocked (Elec. Locked Gate)	A-327.5	Fort Smith...	20	20
F. S. & V. B. Branch: M.V. Ry...	Gated	27.0	Bokoshe.....	20	20

**TRAINS HANDLING**

Passenger trains handling box cars equipped for passenger train service, except KCS 400 class and L&A 36017 and L&A 36148, will not exceed 60 mph. KCS 400 class, L&A 36017 and L&A 36148 are good for maximum speed.

Trains handling mixed freight and passenger equipment will not exceed speed authorized for freight trains.

Trains handling passenger equipment, exclusive of caboose, will not exceed speed authorized for passenger trains.

Foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 mph.

SCALE TEST CARS, not to exceed 35 mph.

KCS or L&A wreckers, boom down (except KCS wrecker No. 05), not to exceed 25 mph.

KCS wrecker No. 05, not to exceed 30 mph, and not to be used on Branch Lines, except by special authority.

Southward trains handling company ballast between Joplin and Heavener will not exceed 40 mph at any point.

Southward trains handling loaded hopper cars, will not exceed 40 mph between Heavener and DeQueen.

FT. SMITH and JOPLIN: Freight Cars with insufficient clearance will not be placed under train sheds at Joplin or Ft. Smith.

**ENGINES**

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.

Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.

Road service freight engines, when used in passenger service, not to exceed 65 mph.

Switch engines, except General Purpose engines, will not exceed 45 mph in either forward or backward movements.

General Purpose engines, series 40, 150 and 160, will not exceed 65 mph in either forward or backward movements.

All diesel engines (road or switch) for movement in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.

STEAM ENGINES: Emergency or detour movements of foreign line steam engines will only be handled on special instructions of the superintendent.

**WHERE TIME APPLIES: RULE 5**

NORTH YARD: The time of first class trains (in time table or train order) will apply at the Yard Office (M. P. 128.2) at North Yard. The ruling switches will be at crossover switch just north and just south of Yard Office.

PITTSBURG: The current of traffic for all except Kansas City Southern first and second class trains, using double track between Santa Fe Ry. crossing south of Dispatcher's office Pittsburg and M. P. 128.2 will be on the right. KCS first and second class trains will use the track on the west for movement in either direction. The normal position of main track switches at each end of this double track will be lined and locked for the southward or track on the west.

Engines moving light between Seventh Street and North Yard may, under the protection of Yard Limit Rule 93, use the southward or track on the west to reach crossover just south of Yard Office, North Yard.

Railroad	Crossing	M.P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
<b>First Subdivision:</b>					
Mo.Pac.Ry.	Rule 98. Stop.	5.4	Air Line Jct...	20	20
Mo.Pac. Ry.	Gated	5.5	Air Line Jct...	20	20
G.M.O. Ry.	Interlocked	5.7	Air Line Jct...	20	20
K. C. T. Ry.	Interlocked	6.1	Big Blue Jct...	20	20
A.T.S.F.Ry.	Interlocked	6.1	Big Blue Jct...	20	20
Sheffield					
Steel.....	Interlocked	6.7	Big Blue Jct...	35	20
Mo.Pac. Ry.	Gated	7.7	Big Blue Jct...	20	20
Mo.Pac. Ry.	Interlocked	93.9	Richards.....	50	30 eng. only
St.L.S.F.Ry.	Interlocked	114.6	Mulberry.....	50	30 eng. only
St.L.S.F.Ry.	(Automatic)	119.3	Mulberry.....	50	30
Mo.Pac. Ry.	Interlocked	123.0	Fuller.....	50	30 eng. only
A.T.S.F.Ry.	Rule 98. Stop.	123.9	Pittsburg.....	20	20
Mo.Pac. Ry.	Rule 98. Stop.	129.0	Pittsburg.....	20	20
<b>Second Subdivision:</b>					
A.T.S.F.Ry.	Rule 98. Stop.	129.4	Pittsburg.....	20	20
St.L.S.F.Ry.	Rule 98. Stop.	129.5	Pittsburg.....	20	20
St.L.S.F.Ry.	Rule 98. Stop.	129.6	Pittsburg.....	20	20
St.L.S.F.Ry.	Gated	129.8	Pittsburg.....	20	20
St.L.S.F.Ry.	Interlocked	139.8	Asbury.....	50	30 eng. only
St.L.S.F.Ry.	(Automatic)	147.0	Gulfton.....	40	30 eng. only
St.L.S.F.Ry.	Rule 98. Stop.	154.8	Joplin.....	20	20
St.L.S.F.Ry.	Rule 98. Stop.	154.9	Joplin.....	20	20
St.L.S.F.Ry.	Interlocked	172.7	Neosho.....	35	20
St.L.S.F.Ry.	(Automatic)				
<b>Third Subdivision:</b>					
Mo.Pac. Ry.	Interlocked	290.3	Sallisaw.....	50	30 eng. only
M.V. Ry...	Gated	317.3	Panama.....	20	20
St.L.S.F.Ry.	Interlocked	325.5	Poteau.....	35 eng. only	25 eng. only
C.R.L.&PRy	Interlocked	333.0	Howe.....	40	30 eng. only
<b>Baxter Springs Branch:</b>					
St.L.S.F.Ry.	Gated	L-148.5	Crestline.....	20	20
M.K.&T.Ry	Gated	L-152.7	Crestline.....	20	20
St.L.S.F.Ry.	Interlocked	L-158.7	Baxter Springs	20	20
St.L.S.F.Ry.	(Automatic)				

The northward or track on the east will be used as a siding between Fourth Street overpass and Twenty-Third Street, Pittsburg, but when first class trains are to meet at Pittsburg on Train Orders, the order will designate which train shall take siding and at what point.

**GRANDVIEW:** KCS trains or engines using StLSF Ry. main track between siding switches must do so under flag protection or authority of StLSF Ry. Dispatcher.

**JOPLIN:** At Joplin, first class trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street.

KCS switches will be left set and locked for KCS freight main track.

The switches in the Joplin Union Depot yard will be set and locked for the Joplin Union Depot main track.

**JOPLIN:** KCS first class trains will arrive and depart on J.U.D. main track Joplin Union Depot. Time applies at switches to and from J.U.D. main track.

**ELLIFF:** Northward trains holding main track at Elliff that is to meet or wait for a southward freight train, will remain south of station board until the southward freight train begins its movement into the siding.

**FT. SMITH:** All main track switches will be kept set and locked for Passenger Station Yard. Switch at end of double track will be kept set for track No. 1.

**HEAVENER:** When first class trains and/or passenger extra trains meet at Heavener on Train Orders (meet or wait orders), the inferior train will take siding at crossover just north or south of station platform.

**DeQUEEN YARD:** Track No. 2, DeQueen Yard, is designated as Siding and switches will be designated as "South Lead Switch" and "North Lead Switch" DeQueen Yard.

**DeQUEEN PASSENGER DEPOT:** The track parallel to main track on east side, extending from just north of D&E Ry. crossing to north end of station platform at DeQueen Psgr. Depot, is designated as "DeQueen Psgr. Depot Siding."

**AUTOMATIC BLOCK SYSTEM**

Sub-division	From (Station)	Mile Post	To (Station)	Mile Post
First.....	Just north of Tie-Plant (Koppers).	8.7	Just north of North Yard, north yard lead switch.....	127.1
Second.....	Just south of south St. L. S. F. Ry. Crossing Pittsburg.....	129.9	Just south of Watts.....	239.0

Rules 350 and other rules applicable will govern.

TELEPHONES within ABS territory, at each end of sidings. Outside ABS territory, in depot or phone booths.

**AUTOMATIC BLOCK SYSTEM  
OPERATION BY SIGNAL INDICATION  
OPPOSING AND FOLLOWING MOVEMENTS**

First.....	Air Line Jct.....	5.3	Big Blue.....	6.1
Fourth.....	Heavener.....	338.5	DeQueen Yard....	431.7

Rules 400 to 406, incl., and other rules applicable will govern.

**YARDS:** At the following stations, Rule 93 applies:

Air Line Jct. to one-half mile south of Leeds

North Yard	} one yard	Ft. Smith*
Pittsburg		Baxter Springs
Joplin		Watts
Neosho		Heavener

DeQueen Yard-DeQueen Psgr. Depot, one yard

\*Ft. Smith terminal yard limits extend from SF Jct. to Garland Ave. Jct.

**ABBREVIATIONS:** S, Scale; T, Turntable, PH, Telephone; O, Diesel Fuel; W, Water; Y, Wye. The following letters before figures of schedule indicate: "s" Regular Stop; "f" Flag Stop to receive or discharge revenue passengers.

**STANDARD CLOCKS:** Kansas City Union Station, Knoche Yard Office, West Wye Tower, East Kansas City Roundhouse, North Yard, Pittsburg Dispatchers Office, Joplin Union Depot, Neosho, Watts, Ft. Smith, Heavener, DeQueen Psgr. Depot.

**GENERAL ORDER BOOKS:**

Kansas City Union Station	Neosho
Knoche Yard Office	Watts Telegraph
East Kansas City Roundhouse	Ft. Smith Telegraph
North Yard and Roundhouse	Heavener and Roundhouse
Pittsburg Telegraph Office	DeQueen Psgr. Depot and Roundhouse
Joplin Union Depot, Telegraph	

Rule "L."—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4 unit diesel engine and caboose, but not on other tracks.

Sperry Rail test cars and MofWay Ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

**LAWS**

**STATE OF KANSAS:** In this State the whistle signal must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.









## SECOND SUBDIVISION—Watts to Pittsburg

Capacity of Other Tracks, Location Water, Fuel Sites, Turntables, Track Scales and Ways.	Capacity of Siding.	Distance From Port Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958		NORTHWARD						
			STATIONS		FIRST CLASS		SECOND CLASS			THIRD CLASS	
			16	2	82	42	88	92			
			Daily	Daily	Manifest Freight	Manifest Freight	Manifest Freight	A. T. & S. F. Freight			
Yard OWST		659.1	PH. NORTH YARD.....								
Yard		657.4	PH. PITTSBURG.....	Ar 4.35AM	Ar 5.10PM	Ar 6.15AM	Ar 11.00AM	Ar 7.40PM		Ar 9.25AM	
		657.2	A. T. & S. F. Crossing.								
		657.1	St. L. & S. F. Ry. Crossing.								
		657.0	St. L. & S. F. Crossing.								
Connection		656.9	St. L. & S. F. Crossing.								
13	144	651.4	KNIVETON.....	4.25	4.58	5.50	10.38	7.18		9.12	
Branch		647.6	K. O. G. JOT...	4.20	4.54						
		646.8	St. L. & S. F. Cross.								
10	143	646.3	ASBURY.....	4.18	4.53	5.40	10.30	7.10		9.00	
11		639.5	GULFTON.....	4.10	4.46						
		638.3	St. L. & S. F. Crossing.								
			CHAT JOT.....	4.06	4.42						
TS Yard Connection		632.4	JOPLIN Union Depot	S 4.00	S 4.35	5.15	10.05	6.50		Lv 8.30AM	
		631.9	St. L. & S. F. Crossing.								
		631.8	St. L. & S. F. Crossing.								
		58	SAGINAW.....	3.37	4.18	4.55	9.45	6.31			
10	68	621.6	TIPTON FORD..	3.31	4.12	4.44	9.34	6.22			
		134	DALBY.....	3.25	4.05	4.33	9.23	6.13			
Connection		614.1	St. L. & S. F. Crossing.								
OYW Yard		76	NEOSHO.....	S 3.20	S 4.01	4.25	9.15	6.05			
17	111	606.0	McELHANY...	3.01	3.42	4.08	8.56	5.40			
75	82	602.2	GOODMAN...	f 2.56	3.38	4.00	8.50	5.20			
		100	ELLIFF.....	2.49	3.32	3.47	8.39	4.58			
75	66	595.1	ANDERSON...	f 2.43	3.27	3.30	8.31	4.50			
40	85	591.6	LANAGAN....	f 2.35	3.22	3.20	8.23	4.40			
41	135	586.1	NOEL.....	s 2.25	f 3.14	3.05	8.10	4.27			
18	30	581.4	SULPHUR SPGS.	f 2.12	3.06	2.61	8.00	4.15			
39	133	576.9	GRAVETTE...	f 2.05	3.00	2.43	7.51	4.05			
25	36	569.8	DECATUR....	f 1.55	2.50	2.17	7.35	3.45			
47	93	564.4	GENTRY.....	f 1.48	2.43	2.07	7.25	3.35			
Yard		557.4	SILOAM.....	S 1.38	S 2.35	1.55	7.10	3.20			
TW Yard	153	550.8	WATTS.....	Lv 1.25AM	Lv 2.25PM	Lv 1.35AM	Lv 6.50AM	Lv 3.01PM			
			106.6	Daily	Daily	Daily	Daily	Daily		Mon-Wed-Fri	
			Time on Subdivision	3.10	2.45	4.40	4.10	4.39		0.55	

**No. 1 is superior to No. 16**  
**No. 77 is superior to No. 42, No. 82 and No. 88**  
**No. 91 is superior to No. 92**  
**No. 177 is superior to No. 188**

Conditional flag stops:

Trains 1, 2, 15 and 16 will stop at Fort Crowder MP 179.5 to discharge revenue passengers.

SOUTHWARD			NORTHWARD		
THIRD CLASS	Distance From Kansas City	BAXTER SPRINGS BRANCH—20.4 MILES	Capacity of Siding	Office Call	THIRD CLASS
177 Freight Daily		STATIONS			188 Freight Daily
Lv 4.30AM	139.1	PH. K. O. G. JOT....	11		Ar 2.30PM
4.45	L 142.3	CARTER.....	56		2.16
4.55	L 144.1	LAWTON.....	10		2.10
5.15	L 148.2	CRESTLINE.....	55		1.55
	L 148.5	St. L. & S. F. R. R. Cross			
	L 152.7	M.-K.-T. R. R. Cross			
	L 158.7	St. L. & S. F. R. R. Cross			
Ar 6.00AM	L 159.5	BAXTER SPRINGS	105	Y	Lv 1.15PM
Daily		20.4			Daily



### THIRD SUBDIVISION—Heavener to Watts

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Sidings.	Distance From Port Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958					NORTHWARD				
			STATIONS		FIRST CLASS		SECOND CLASS					
					2 Southern Belle	16	42 Manifest Freight	88 Manifest Freight	82 Manifest Freight			
					Daily	Daily	Daily	Daily	Daily			
TW Yard	153	550.8	PH... WATTS	Ar 2.25PM	Ar 1.25AM	Ar 6.35AM	Ar 2.10PM	Ar 12.35AM				
58	138	542.4	PH WESTVILLE	2.16	f 1.12	6.15	1.50	12.18				
21	74	536.8	PH... BARON	2.10	1.05	5.58	1.38	12.08AM				
Yard	134	528.5	PH... STILWELL	2.00	f 12.56	5.35	1.23	11.55PM				
8	143	521.0	PH... LYONS	1.50	12.48	5.15	1.07	11.36				
29	62	515.1	PH... BUNCH	1.43	12.42	5.05	12.53	11.25				
49	139	505.6	PH MARBLE CITY	1.32	12.32	4.45	12.32	11.10				
	62	500.2	PH... BRUSHY	1.26	12.26	4.30	12.20	10.57				
Connection		496.2	Mo. Pa. Crossing									
S169	118	495.5	PH SALLISAW	s 1.20	s 12.20	4.10	12.10PM	10.45				
8	73	487.3	PH... GANS	1.06	12.07AM	3.55	11.52AM	10.20				
23	134	480.3	PH REDLAND	12.58	11.59PM	3.40	11.37	10.05				
Yard YO	160	475.0	PH... SPIRO	12.52	f 11.50	3.30	11.27	9.50				
F. S. & V. B. Branch		471.1	PH COAL CREEK	12.47	11.42							
88	126	469.4	PH PANAMA	12.45	11.40	3.20	11.13	9.40				
Connection		466.9	Mid Valley Crossing									
	73	461.2	PH SHADY POINT	12.42	11.36	3.15	11.08	9.35				
		461.2	St. L. & S. P. Crossing									
Y Yard	56	460.4	PH... POTEAU	12.35	s 11.28	3.05	10.55	9.20				
Connection		453.7	C. R. I. & P. Crossing									
Yard	133	448.7	PH HOWE	12.27	f 11.18	2.55	10.41	9.05				
Yard Y			PH... HEAVENER	Lv 12.20PM	Lv 11.10PM	Lv 2.45AM	Lv 10.30AM	Lv 8.50PM				
OWS			102.1	Daily	Daily	Daily	Daily	Daily				
			Time on Subdivision	2.05	2.15	3.50	3.40	3.45				

**No. 1 is superior to No. 16**  
**No. 77 is superior to No. 42, No. 82 and No. 88**

Location of Mail Cranes.  
Mile No.

Watts	235.9
Westville	244.4
Stilwell	258.4
Bunch	271.7
Marble City	281.2
Gans	299.6
Spiro	311.7
Panama	317.4
Shady Point	320.0
Poteau	326.4
Howe	333.0

### FOURTH SUBDIVISION—Heavener to De Queen

SOUTHWARD					TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958	STATIONS	Mile Post Location.	Office Calls.	Hours of Telegraph Service.
SECOND CLASS			FIRST CLASS						
81 Manifest Freight	77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15					
Daily	Daily	Daily	Daily	Daily					
Lv 5.25PM	Lv 8.30AM	Lv 12.01AM	Lv 5.15PM	Lv 6.20AM	Movements by Signal Indications. Rules 400 to 406.	HEAVENER	338.0	HV	Continuous
			5.20	6.25		HODGENS	342.0		
			5.37	6.42		PAGE	354.7		
			5.46	6.52		HOWARD	361.3		
			5.55	7.00		RICH MOUNTAIN	367.2		
			6.04	7.08		ACORN	374.7		
			6.15	7.20		MENA	379.8	NA	Continuous
			6.23	7.28		POTTER	386.4		
			6.30	7.36		HATFIELD	392.2	HD	8A-5P Except Sat, Sun. & Holidays
			6.35	7.41		COVE	396.8	FO	7A-4P Except Sat, Sun. & Holidays
			6.41	7.48		VANDERVOORT	401.8	JS	8A-5P Except Sat, Sun. & Holidays
			6.44	7.51		HATTON	408.8		
			6.50	7.58		WICKES	408.8	KD	7A-4P Except Sat, Sun. & Holidays
			6.56	8.04		GRANNIS	413.4		
			7.05	8.14		GILLHAM	421.2	G	8A-5P Except Sat, Sun. & Holidays
			7.09	8.18		KINGS	424.7		
Ar 9.20PM	Ar 11.45AM	Ar 3.50AM	7.19	8.29		DE QUEEN YD.	432.9		
			Ar 7.20PM	Ar 8.30AM		DE QUEEN Psg. Depot	433.3	YD	Continuous
Daily	Daily	Daily	Daily	Daily	95.3				
3.55	3.15	3.49	2.05	2.10	Time on Subdivision				

**No. 1 is superior to No. 16**  
**No. 77 is superior to No. 42, No. 82 and No. 88**

Tracks not shown on  
face of time table.

	Mile No.	Car Capac.
Stapp .....	349	7
Three States Lumber Co.	381	17
Joslyn Mfg. Co.	383	31
Rebold Spur....	397	17

### FOURTH SUBDIVISION—De Queen to Heavener

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wye.	Capacity of Sidings.	Distance From Part Arthur.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958					
			NORTHWARD					
			FIRST CLASS		SECOND CLASS			
			2 Southern Belle	16	88 Manifest Freight	82 Manifest Freight	42 Manifest Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	
Yard Y OWS	.....	448.7	... HEAVENER ...	Ar 12.15PM	Ar 11.00PM	Ar 8.50AM	Ar 8.00PM	Ar 2.20AM
11	102	444.7	... HODGENS ...	12.09PM	10.54			
18	133	432.0	... PAGE ...	11.53AM	f 10.38			
6	99	425.4	... HOWARD ...	11.45	10.30			
25	118	419.5	RICH MOUNTAIN	11.38	10.23			
9	107	412.0	... ACORN ...	11.27	10.12			
204	128	406.9	... MENA ...	s 11.20	s 10.05			
53	135	400.3	... POTTER ...	11.09	9.53			
28	97	394.5	... HATFIELD ...	11.02	f 9.46			
17	13	389.9	... COVE ...	10.56	f 9.40			
38	103	384.9	VANDERVOORT	10.50	f 9.34			
65	.....	382.9	... HATTON ...	10.47	9.31			
23	108	377.9	... WICKES ...	10.41	f 9.25			
17	82	373.3	... GRANNIS ...	10.35	9.19			
24	104	365.5	... GILLHAM ...	10.26	f 9.10			
10	92	362.0	... KINGS ...	10.22	9.06			
YWTO Yard	Yard	353.8	DE QUEEN YD.	10.12	8.57	Lv 5.10AM	Lv 4.00PM	Lv 10.50PM
		353.4	... DE QUEEN ...	Lv 10.10AM	Lv 8.55PM			
			Psgr. Depot					
			95.3	Daily	Daily	Daily	Daily	Daily
			Time on Subdivision	2.05	2.05	3.40	4.00	3.30

**No. 1 is superior to No. 16**  
**No. 77 is superior to No. 42, No. 82 and No. 88**

Location of Mail Cranes.	
	Mile No.
Page .....	354.8
Hatfield .....	392.3
Cove .....	397.0
Vandervoort .....	401.9
Hatton .....	403.9
Grannis .....	413.5
Gillham .....	421.4
Kings .....	424.9

## THE ARKANSAS WESTERN RAILWAY COMPANY

Capacity of Other Tracks, Location, Water, Fuel, Stations, Turntables, Track Scales and Wyes.	SOUTHWARD				Capacity of Sidings.	Distance From Heavener.	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958				NORTHWARD			
							STATIONS							
											Hours Telegraph Service			
YW					9	0.0	PH... HEAVENER							Continuous
					12	10.0	... COALDALE							
					9	13.5	... BATES							
						19.1	... CAUTION							
2						21.3	... OLIVER							
					6	25.9	... HON							
Y 43					24	31.9	PH... WALDRON							8A-5P Ex. Sun. Mon. & Hol.
							Time on Subdivision							

### THE ARKANSAS WESTERN RAILWAY COMPANY SPECIAL INSTRUCTIONS

Tracks not shown on face of time table.

	Mile No.	Car Capacity
Lee Taylor Coal Spur.....	8	4
Royal Superior Coal Sid.....	9	7
Oronogo Mutual Mine Tracks.....	14	60

The Operating Rules of the Kansas City Southern Lines, effective July 1, 1954, will govern on this railway.

Central Time is the Standard for this Railway.

Standard Clock is located at Heavener telegraph office.

Train Register is located Heavener telegraph office.

Trains will approach all stations at restricted speed and run at restricted speed over all switches.

Trains and engines must not exceed 20 mph at any point.

Trains handling wrecker or pile driver, must not exceed a speed of ten (10) mph at any point.

All trains and engines will keep clear of the time of KCS Ry. first class trains at Heavener.

### FORT SMITH AND VAN BUREN BRANCH

SOUTHWARD			TIMETABLE No. 44 Effective 12:01 A. M. SUNDAY, JAN. 12, 1958		NORTHWARD		
	Mile Post.	Distance From Coal Creek.	STATIONS		Hours Telegraph Service.		
	20.0	0.0	COAL CREEK JOT.				
	26.2	6.2	... S. & B. SPUR				
	27.0	7.0	... M. V. Ry. Crossing	}	9.30AM 6.30PM Except Saturday, Sunday and Holidays		
	38.0	18.0	... BOKOSHE				
	40.7	20.7	... McCURTAIN				
			... End of Line				
			20.7				

Tracks not shown on face of time table.

	M.P.
Steward and Beutelschies Conn. Spur.....	26.2
Evans Mining Co. Spur.....	1.6
Black Diamond Spur .....	2.0
Gillie Spur .....	27.6
Panama Vein Spur .....	29.6
Milton .....	31.7
White Star Spur.....	33.7
Lone Star Spur.....	40.1

### WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	2	61	54
" " "	13	61	52
" " "	15	61	51
" " "	20-23	61	54
" " "	32	54	52
" " "	35	60	55
" " "	37, 39, 40, 41, 362, 364, 365, 368	60	46
" " "	400, 401, 403	54	29
" " "	36017	54	26
" " "	36148	54	28
Mail-Baggage-Express	3	70	65
" " "	5	70	63
" " "	60, 63	71	71
" " "	64-66	85	48
" " "	67	85	68
Chair-Coach, Partitioned, A-C	230-233	75	56
" " " " "	234-238	85	52
" " " " "	239	85	62
" " " " "	245-250	85	68
Chair-Coach, A-C	241-244	85	61
Coach, Ice, A-C	350-353	82	84
" " " " "	355-358	82	84
Shower Car	225	60	59
Coach-Lounge, A-C	200-201	82	80
Parlor-Lounge, Ice, A-C	500-501	83	84
Lounge-Diner, A-C	50-51-52	80	98
" " " " Ice, A-C	53	80	97
Observation-Tavern, A-C	54-55	85	53
Observation-Diner, A-C	56	85	53
Diner, A-C	48-49	82	88
" " " " "	57-58	85	69
Sleeping Car, A-C	Barksdale, Mena, State Capitol, Siloam Springs, Sulphur Springs, Ancon, Chagres, Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn	83	92
" " " " "		82	86
Sleeping Car, A-C	Kay See	85	64
Official Car	99	84	104
" " "	99	77	98
" " "	101	83	105

### LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1	5 x 9	136,000	107,500	28,500
2	5 x 9	136,000	107,900	28,100
13	5 1/2 x 10	136,000	104,500	31,500
15	5 1/2 x 10	136,000	102,900	33,100
20	5 1/2 x 10	136,000	106,500	29,500
21	5 x 9	136,000	108,600	27,400
22	5 1/2 x 10	169,000	109,000	60,000
23	5 1/2 x 10	169,000	109,000	60,000
32	5 x 9	136,000	103,300	32,700
35	5 x 9	136,000	110,000	26,000
37	5 x 9	136,000	110,000	26,000
39	5 1/2 x 10	136,000	111,100	24,900
40	5 1/2 x 10	136,000	111,600	24,400
41	5 x 9	136,000	113,600	22,400
362	5 1/2 x 10	161,900	91,900	70,000
364	5 1/2 x 10	162,900	92,900	70,000
365	5 1/2 x 10	161,700	91,700	70,000
368	5 1/2 x 10	161,700	91,700	70,000
400	5 1/2 x 10	130,500	60,500	70,000
401	5 1/2 x 10	127,800	57,800	70,000
403	5 1/2 x 10	129,400	59,400	70,000
36017	5 1/2 x 10	121,600	51,600	70,000
36148	5 1/2 x 10	125,400	55,400	70,000

### RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	23
Mail-Baggage-Express	10
Chair-Coach, Partitioned, Air-Conditioned	16
Chair-Coach, Air-Conditioned	4
Coach, Ice Air-Conditioned	8
Coach-Lounge, Air-Conditioned	2
Parlor-Lounge, Ice Air-Conditioned	2
Lounge-Diner, Air-Conditioned	3
Lounge-Diner, Ice Air-Conditioned	1
Observation-Tavern, Air-Conditioned	2
Observation-Diner, Air-Conditioned	1
Diner, Air-Conditioned	4
Sleeping Car, Air-Conditioned	15
Shower Car	1
Official Cars	3
<b>Total</b>	<b>95</b>

### PERMANENT ENGINE NUMBERS and MAXIMUM SPEED unless otherwise restricted

Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed
21	21	79 MPH	51	51 (a)	65 MPH	65	62 (c)	65 MPH	83	56 (d)	65 MPH
22	22	" "	52	52 (a)	" "	70	70 (a)	" "	84	57 (d)	" "
23	23	" "	53	53 (a)	" "	71	71 (a)	" "	85	58 (d)	" "
24	24	" "	54	54 (a)	" "	72	72 (a)	" "	86	59 (d)	" "
25	25	" "	55	55 (a)	" "	73	73 (a)	" "	87	70 (c)	" "
26	26	" "	56	56 (a)	" "	74	74 (a)	" "	88	71 (c)	" "
27	27	" "	57	57 (a)	" "	75	75 (a)	" "	89	72 (d)	" "
28	28	" "	58	58 (a)	" "	76	76 (a)	" "	90	73 (d)	" "
29	29	" "	59	59 (a)	" "	77	50 (d)	" "	91	74 (d)	" "
30	30 (a)	65 "	60	60 (a)	" "	78	51 (d)	" "	92	75 (d)	" "
31	31 (a)	" "	61	61 (a)	" "	79	52 (d)	" "	93	76 (d)	" "
32	32 (a)	" "	62	62 (a)	" "	80	53 (d)	" "			
33	33 (a)	" "	63	60 (c)	" "	81	54 (d)	" "			
50	50 (a)	" "	64	61 (c)	" "	82	55 (d)	" "			

## CLASSIFICATION OF LOCOMOTIVES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger.....	21, 22, 24, 25	53,012	212,050	318,075	E-40
" ".....	23, 26, 27, 28, 29	55,713	222,853	334,280	E-40
" Freight.....	30-A-B	122,425	489,700	489,700	E-50
" ".....	31-A-B	123,400	493,600	493,600	E-50
" ".....	32-A-B	123,485	493,940	493,940	E-50
" ".....	33-A	62,050	248,200	248,200	E-50
" ".....	33-B	59,150	236,600	236,600	E-50
" ".....	40-41	63,300	253,200	253,200	E-50
" ".....	50-A-B-C-D	226,520	906,080	906,080	E-46
" ".....	51-A-B-C-D	226,110	904,440	904,440	E-46
" ".....	52-A-B-C-D	227,255	909,020	909,020	E-46
" ".....	53-A-B-C-D	226,235	904,940	904,940	E-46
" ".....	54-A-B-C-D	226,540	906,120	906,120	E-46
" ".....	55-A-B-C-D	226,720	906,880	906,880	E-46
" ".....	56-A-B-C-D	226,900	907,600	907,600	E-46
" ".....	57-A-B-C-D	226,610	906,440	906,440	E-46
" ".....	58-A-B-C-D	230,700	922,800	922,800	E-46
" ".....	59-A-B-C-D	230,250	921,000	921,000	E-46
" ".....	60-A-B-C	172,800	691,199	1,036,798	E-46
" ".....	61-A-B-C	172,450	689,800	1,034,700	E-46
" ".....	62-A-B-C	172,903	691,612	1,037,418	E-46
" ".....	70-A-B-C	179,600	718,400	718,400	E-46
" ".....	71-A-B-C	177,900	711,600	711,600	E-46
" ".....	72-A-B-C-D	230,450	921,800	921,800	E-46
" ".....	73-A-B-C-D	234,520	938,080	938,080	E-46
" ".....	74-A-B-C-D	234,550	938,200	938,200	E-46
" ".....	75-A-B-C-D	231,550	926,200	926,200	E-46
" ".....	76-A-B-C-D	239,300	957,200	957,200	E-46
" ".....	77-B-C	119,600	478,400	478,400	E-46
" ".....	78-B-C	115,250	461,100	461,100	E-46
" ".....	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.....	150-162	60,672	243,046	243,046	E-49

### SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles Per Hour	1 Mile in Mins. Sec.		Miles Per Hour	1 Mile in Mins. Sec.		Miles Per Hour	1 Mile in Mins. Sec.	
6	10	0	32	1	52	53	1	7
8	7	30	33	1	49	54	1	6
10	6	0	34	1	45	55	1	5
12	5	0	35	1	42	56	1	4
15	4	0	36	1	40	57	1	3
16	3	45	37	1	37	58	1	2
17	3	31	38	1	34	59	1	1
18	3	20	39	1	33	60	1	0
19	3	9	40	1	30	61	0	59
20	3	0	41	1	27	62	0	58
21	2	51	42	1	25	63	0	57
22	2	43	43	1	23	64	0	56
23	2	36	44	1	21	65	0	55
24	2	30	45	1	20	67	0	54
25	2	24	46	1	18	68	0	53
26	2	18	47	1	16	69	0	52
27	2	13	48	1	15	70	0	51
28	2	8	49	1	13	72	0	50
29	2	4	50	1	12	73	0	49
30	2	0	51	1	10	75	0	48
31	1	56	52	1	9			

#### Diesel Units Equipped With Boiler

21, 22, 23, 24  
25, 26, 27, 28, 29  
30-A, 30-B  
31-A, 31-B  
32-A, 32-B  
33-A, 33-B  
40, 41  
76-B, 76-C  
77-B

#### Diesel Units With Steam Connection But No Boiler

59-A, 59-B, 59-C  
70-B  
71-B  
72-B, 72-C  
73-B, 73-C  
74-B, 74-C  
75-B, 75-C

### K. C. S. AND L. & A. WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City.....	100 Ton	E-40
04	Pittsburg.....	120 Ton	E-48
03	Heavener.....	120 Ton	E-45
05	Shreveport.....	250 Ton	E-70
W-1	Port Arthur.....	100 Ton	E-27
02	New Orleans.....	100 Ton	E-40

**STOP**  
**Damage to Freight**  
**By Coupling Cars**  
**NOT OVER 4 MPH**



## TONNAGE RATING, NORTHERN DIVISION

SUB-DIVISION	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	PASS. LOCOS. 21-29, Incl.		DIESEL FREIGHT LOCOMOTIVES								
					A	B	1500		4000		4500		6000		
							A	B	A	B	A	B	A	B	
FIRST	South	MP-0.....	MP-23.....	10	2300	2050	2520	2370	6720	6050	7560	6810	10090	9080	
		MP-23.....	MP-129.....	10	2750	2450	2780	2500	7420	6670	8350	7500	11140	10000	
FIRST	North	MP-129.....	MP-23.....	10	2300	2050	2780	2500	7420	6670	8350	7500	11140	10000	
		MP-23.....	MP-0.....	10	2750	2450	2780	2500	10000	9000	12000	10000	16000	13000	
SECOND	South	MP-129.....	MP-155.....	10	2300	2050	2880	2590	7690	6920	8650	7780	11540	10380	
		MP-155.....	MP-174.....	5	1400	1250	2200	1950	5890	5300	6620	5960	8830	7950	
		MP-174.....	MP-181.....	2	800	700	1000	900	2670	2400	3000	2700	4000	3600	
		MP-181.....	MP-201.....	2	990	900	1200	1100	3270	3000	3600	3300	4600	4200	
		MP-201.....	MP-229.....	2	830	740	1000	900	2670	2400	3000	2700	4000	3600	
		MP-229.....	MP-236.....	5	1320	1190	1600	1440	4260	3840	4800	4320	6400	5760	
	SECOND	North	MP-236.....	MP-185.....	3	850	750	1080	970	2900	2600	3260	2930	4380	3900
			MP-185.....	MP-129.....	10	2300	2050	2670	2400	7130	6400	8020	7200	10700	9600
	THIRD	South	MP-236.....	MP-281.....	5	1400	1250	1600	1440	4260	3840	4800	4320	6400	5760
			MP-281.....	MP-338.....	10	2300	2050	2660	2400	7100	6390	8000	7200	10660	9590
THIRD		North	MP-338.....	MP-281.....	10	2300	2050	2800	2520	7460	6720	8400	7560	11200	10080
			MP-281.....	MP-236.....	5	1400	1250	1550	1390	4130	3720	4650	4180	6200	5580
FOURTH	South	MP-338.....	MP-367.....	3	860	760	1080	970	2900	2600	3260	2930	4350	3900	
		MP-367.....	MP-404.....	4	1070	960	1290	1160	3450	3120	3880	3500	5180	4660	
		MP-404.....	MP-433.....	4	860	760	1540	1410	4050	3720	4630	4250	6180	5660	
	FOURTH	North	MP-433.....	MP-367.....	4	940	840	1170	1050	3130	2820	3520	3170	4700	4230
		MP-367.....	MP-338.....	10	2750	2450	3000	2700	8000	7200	9000	8100	12000	10800	

Fairbanks Morse Engines—60C-61A-61B-61C-62A have 1750 HP rating per unit. When one or more of these units are included in an engine, an additional 250 tons per unit will be added to tonnage shown for 1500 HP. This will apply to any subdivision.

Note.—(a) "A" rating is to be used when conditions are favorable, weather clear and mild with but little wind.

(b) "B" rating is to be used when weather below thirty degrees above zero, high wind or otherwise unfavorable weather.

(c) Manifest trains use "B" rating during favorable weather and reduce five per cent during unfavorable weather.

### OFFICIAL WATCH INSPECTORS

#### NORTHERN DIVISION

National Railway Time Service Co., General Time Inspector,  
718 Sterick Building, Memphis, Tenn.

J. H. MACE CO., System Time Inspector, Kansas City, Mo.

J. H. NORTHINGTON, Traveling Inspector, Kansas City, Mo.

PERRINS JEWELERS, 4703 Troost Ave., Kansas City, Mo.

K. E. KLEINMAN, 1100 Grand Ave., Kansas City, Mo.

J. H. MACE, Union Station, Kansas City, Mo.

DRENON JEWELRY SHOP, 1021 Independence, Ave.

..... Kansas City, Mo.

MARTYR JEWELRY CO., 6904 St. John Ave.

..... Kansas City, Kans.

SCHNEIDER JEWELRY CO., 736-738 Minnesota Ave.

..... Kansas City, Kans.

LEO CONNOR, JR., 3010 Strong Ave., Kansas City, Kans.

AL WILLIAMS, Pittsburg, Kans.

LAMMERS JEWELRY CO., Baxter Springs, Kans.

HERBERT McELWAIN, JEWELER, Baxter Springs, Kans.

MALLOY JEWELRY CO., Joplin, Mo.

G. N. GLENISTER, Neosho, Mo.

JIM'S JEWELRY SHOP, Noel, Mo.

A. R. KENNAN, Fort Smith, Ark.

MALONE JEWELRY CO., Ft. Smith, Ark.

M. C. HOLMAN, Spiro, Ark.

PHIPPS JEWELRY CO., Heavener, Okla.

GARMON JEWELRY CO., Mena, Ark.

RALPH S. THOMAS, DeQueen, Ark.

## SPECIAL SAFETY RULES FOR EMPLOYEES IN TRAIN ENGINE AND YARD SERVICE IN ADDITION TO RULE 510

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

### DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

### THE FOLLOWING IS ALSO PROHIBITED:

Giving signal to move an engine or cars and then crossing track in front of movement.

- (a) Giving signal to move an engine or cars without first placing switch in proper position.
- (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (c) Engineman drifting down too close to switches that are to be thrown.

To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.

Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employees on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

**THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.**

# The Kansas City Southern Railway Company

## CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD						Distance From Kansas City	TIME TABLE No. 44 Effective SUNDAY, JAN. 12, 1958 STATIONS	Distance From Port Arthur	NORTHWARD				
FREIGHT			PASSENGER		PASSENGER				FREIGHT				
81	77	41	15	1	2				16	82	42	88	
Lv 11.30PM	Lv 9.45PM	Lv 10.20AM	Lv 9.30PM	Lv 10.00AM	0	KANSAS CITY 23.4	786.7	Ar 7.45PM	Ar 7.20AM	Ar 1.50PM	Ar 5.00PM	Ar 2.15AM	
12.40AM	10.33	11.20AM	10.03	10.29	23.4	GRANDVIEW 57.4	763.3	7.12	6.45	12.55PM	3.30	1.20AM	
2.23	11.55PM	12.58PM	11.10	11.22	80.8	HUME 48.5	705.9	6.15	5.41	9.55AM	1.30	10.10PM	
4.00 9.10	1.05AM 1.25AM	2.30 3.15	12.05AM 12.20	12.10PM 12.15PM	129.3	PITTSBURG 30.2	657.4	6.20 5.10	4.50 4.35	8.20 8.15	12.10PM 11.00AM	8.30 7.40PM	
	6.00AM				159.5	BAXTER SPRINGS 25.0	668.0						
8.25	2.25	4.35	1.05AM	12.55	154.3	JOPLIN 19.7	832.4	4.35	4.00	5.15	10.05	6.50	
7.20	3.20	6.20	1.45	1.35	174.0	NEOSHO 56.3	812.7	4.01	3.20	4.25	9.15	8.05	
9.50	5.05	7.20	3.15	2.53	229.3	SILOAM 6.8	657.4	2.35	1.38	1.55	7.10	3.20	
10.15 11.15AM	5.20 5.30	7.35 7.50	3.25	3.01	236.9	WATTS 55.3	550.8	2.25	1.25	1.35AM 12.35AM	8.50 6.35	3.01 2.10	
1.58PM	7.00	9.34	4.50	4.10PM	291.2	SALLISAW 20.5	495.5	1.20	12.20AM	10.45	4.10	12.10PM	
2.40	7.30	10.20	5.20	4.35	311.7	SPIRO 18.6	475.0	12.52	11.50PM	9.50	3.30	11.27AM	
Passenger Service: Via Bus Ft. Smith and Sallisaw.			Ar 5.45AM Lv 3.40AM	Ar 5.05PM Lv 3.15PM	328.1	FT. SMITH Telegraph Service 8A-5P Daily 5.6	491.6	Lv 12.25PM Ar 2.15PM	Lv 11.25PM Ar 1.15AM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.			
2.52	7.38	10.29	5.28	4.42	317.3	PANAMA 9.0	488.4	12.45	11.40	9.40	3.20	11.13	
3.10	7.50	10.43	5.50	4.55	326.3	POTEAU 6.7	480.4	12.35	11.28	9.20	3.05	10.55	
3.25	8.00	10.55	6.00	5.03	333.0	HOWE 5.0	453.7	12.27	11.18	9.05	2.55	10.41	
3.40 5.25	8.10 8.30	11.10PM 12.01AM	6.10AM 6.20	5.10 5.15	338.0	HEAVENER 41.8	448.7	12.20 12.15PM	11.10 11.00PM	8.50 8.00	2.45 2.20	10.30 8.50	
7.00	10.00	1.47	7.20	6.15	379.8	MENA 53.5	408.9	11.20AM	10.05	6.25	12.50AM	7.20	
9.20 10.30	11.45AM 12.01PM	3.50 4.30	8.30 8.40	7.20 7.30	433.3	DE QUEEN 34.6	353.4	10.10 10.05	8.55 8.45	4.00 3.20	10.50PM 10.30	5.10 4.20	
11.33PM	12.54	5.33	9.26	8.12	469.0	ASHDOWN 19.9	317.8	9.28	7.55	2.20	9.30	3.13	
12.30AM	1.38	6.35	9.55 10.10	8.45 9.00	488.9	TEXARKANA 71.8	299.1	9.00 8.45	7.25 7.10	1.38PM	6.50	2.35AM	
2.40 7.00	3.30 8.30PM	Ar 9.30AM	11.55AM 12.35PM	Ar 10.30PM	560.7	SHREVEPORT 108.6	229.9	Lv 7.15AM	5.20 4.45	10.30AM 7.40AM	8.00PM 12.40PM	Lv 11.30PM	
11.20AM	12.50AM 1.30		3.15PM 3.25		668.3	LEESVILLE 20.8	117.6		2.05 1.55	2.00 1.10	8.00AM 7.00		
12.45PM	2.15		3.55PM		689.9	DE RIDDER 28.9	98.9		1.23	12.08AM	5.58		
3.10PM	3.10		4.33PM		719.8	DE QUINCY 22.8	67.0		12.45PM	11.00PM	4.50		
	5.30		Bus Lv 6.30PM		742.1	LAKE CHARLES 47.4	69.6		Bus Lv 11.50AM		12.05AM		
4.10PM	6.00		5.45PM		767.2	BEAUMONT 19.8	19.6		11.45	9.30	2.20		
Ar 5.30PM	Ar 7.30AM		Ar 6.25PM		786.7	PORT ARTHUR	0		Lv 11.00AM	Lv 8.00PM	Lv 1.00AM		

