

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

No. 1 stop on signal at Rolla, Lebanon, Aurora and Monett to receive revenue passengers for Oklahoma and Texas. Stop at Monett to discharge revenue passengers from St. Louis and to pick up and discharge first class mail.

No. 2 stop on signal at Monett to receive revenue passengers for St. Louis. Stop at Monett, Aurora, Lebanon and Rolla to discharge revenue passengers from Oklahoma and Texas. Stop at Monett to pick up and discharge first class mail.

No. 3 stop on signal at Webster Groves and Kirkwood to receive revenue passengers. Stop on signal at Crescent, Catawissa, Anaconda, Leasburg and Fanning. Stop at Marshfield to discharge revenue passengers, and stop on signal to receive revenue passengers.

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

No. 9 stop on signal at Rolla to discharge or receive revenue passengers and first class mail.

No. 10 stop on signal at Rolla to discharge or receive revenue passengers.

No. 105 stop on signal at Mansfield, Mountain Grove and Cabool to discharge revenue passengers from Kansas City, St. Louis, Tulsa, Joplin 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. Stop at Mansfield each Friday to discharge newspapers.

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 and stop at Cabool daily 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.

No. 806 stop on signal at Turrell to receive revenue passengers for St. Louis.

Nos. 260, 261, 262 and 263 stop on signal at Terresita and Trask.

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

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

Nos. 1240 and 1241 will stop at Cooks and stop on signal at Howes.

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
H. S. Liggett, M. D.	Physician in Charge
James C. Redington, Jr., M. D.	Attending Physician
W. D. Schlerman, M. D.	Attending Physician
G. A. Mahe, Jr., M. D.	Attending Physician
John J. Keenoy, M. D.	Attending Surgeon
Louis F. Stephens, M. D.	Attending Surgeon
Harry A. Wittler, M. D.	Attending Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
John J. Riley, M. D.	Dispensary Surgeon
Paul U. Larson, 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
James W. Clawson, M. D.	Attending Surgeon
John W. Williams, M. D.	Oculist
T. E. Atkinson, Jr., M. D.	Oculist

A. J. C. McCallum, M. D.	(L) ----- Aurora	W. S. Burney, M. D.	(L) ----- Miller
H. A. Tracy, M. D.	(L) ----- Belton	F. T. Kerr, M. D.	(DE) ----- Monett
D. C. McCraw, M. D.	(LE) ----- Bolivar	P. A. Holmes, M. D.	(L) ----- Mt. Vernon
Ronald Van Arsdell, M. D.	(L) ----- Bourbon	H. G. Frame, M. D.	(L) ----- Mtn. Grove
Garrett Hogg, M. D.	(L) ----- Cabool	S. W. Connor, M. D.	(L) ----- Mtn. Grove
A. C. Parker, M. D.	(L) ----- Clarkdale	R. E. Breuer, M. D.	(DE) ----- Newburg
G. S. Walker, M. D.	(LE) ----- Clinton	B. J. Roberts, M. D.	(L) ----- Richland
H. B. Walker, M. D.	(L) ----- Clinton	D. B. Ecker, M. D.	(LE) ----- Pacific
C. Mallette, M. D.	(L) ----- Crocker	A. R. Bauman, M. D.	(L) ----- Pacific
George M. Malouf, M. D.	(L) ----- Cuba	E. E. Feind, M. D.	(L) ----- Rolla
E. O. Hughes, M. D.	(L) ----- Dixon	J. F. Pearl, M. D.	(L) ----- St. Clair
T. J. Burns, M. D.	(L) ----- Houston	E. A. Stricker, M. D.	(L) ----- St. James
D. S. Long, M. D.	(LE) ----- Harrisonville	R. E. Mitchell, M. D.	(L) ----- Salem
Ralph Joseph, M. D.	(L) ----- Hoxie	Martin M. Hart, M. D.	(L) ----- Salem
M. O. Peeler, M. D.	(DE) ----- Jonesboro	E. G. Beers, M. D.	(LE) ----- Seymour
G. D. Wisdom, M. D.	(DE) ----- Jonesboro	C. W. Cooper, Jr., M. D.	(DE) ----- Thayer
M. E. Blanton, M. D.	(O) ----- Jonesboro	Keith B. Kennedy, M. D.	(L) ----- Truman
C. L. Young, M. D.	(DE) ----- Kansas City	R. B. Hamilton, M. D.	(L) ----- West Memphis
J. R. McVay, M. D.	(DE) ----- Kansas City	R. H. Smith, M. D.	(L) ----- West Plains
J. R. McVay, Jr., M. D.	(DE) ----- Kansas City	J. M. Wiles, M. D.	(L) ----- West Plains
F. E. Wade, M. D.	(O) ----- Kansas City	M. B. Perkins, M. D.	(LE) ----- Willow Spgs.
W. R. Eubank, M. D.	(O) ----- Kansas City	Ralph Joseph, M. D.	(L) ----- Walnut Ridge
J. H. Summers, M. D.	(LE) ----- Lebanon		
H. W. Carrington, M. D.	(LE) ----- 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		
J. A. Raines, M. D.	(DE) ----- Memphis		
E. A. Canada, 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.

41

EFFECTIVE

Sunday, September 29, 1957

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

R. J. STONE

Vice President—Operation

L. W. MENK

General Manager

R. C. GRAYSON

Asst. General Manager

H. W. HALE

General Supt. Transportation

E. O. DAUGHTREY

Superintendent

115710

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.

Nos. 1 and 2 will register by Form 1339 Standard at Newburg and Monett.

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.

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	60
Lebanon Subdivision:		
Between Newburg and Crocker	60	55
Between Crocker and MP 176	55	50
Between MP 176 and Springfield	70	60
Springfield Subdivision	70	60
Willow Springs Subdivision	70	60
Memphis Subdivision:		
Between Thayer and Hoxie	65	60
Between Hoxie and Turrell	60	50
Between Turrell and Tennessee Yard	65	60
Clinton Subdivision:		
Between Springfield and Bolivar	55	40
Between Bolivar and Clinton	45	30
Between Clinton and Leeds Jct.	45	35
Salem and Current River Branches	30	25

3. MAXIMUM SPEED (Continued).

	MPH	
	Psg.	Freight
Aurora Branch:		
Straight track	30	30
On curves	30	25
Lepanto Branch	20	20
Marion-Hulbert Branch	30	30
Cherry Valley Branch	15	15
Ozark Branch:		
Between M. K. Jct. and Galloway	35	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		14-25 (Westward track).....	65	55
16-1		16-17 (Westward track).....	60	50
17-36		17-15 (Eastward track).....	60	50
16-17		16-1 (Eastward track).....	50	45
14-25		13-30 (Eastward track).....	55	50
13-17		13-7 (Eastward track).....	65	55

Valley Park, through turnout end of two main tracks..... 50 50

Curves between MP 22-38 and MP 24-23
 65 | 55 |

Pacific, until engine over street crossings MP 33-47 and MP 34-25
 50 | 50 |

Curves between MP 34-4 and MP 34-23.....
 65 | 55 |

 37-9 41-30.....
 60 | 50 |

 41-32 43
 50 | 45 |

 44-39 48-42.....
 60 | 50 |

 50-34 51-1
 65 | 55 |

 51-6 52-1
 55 | 50 |

Curves between MP 52-7 and MP 55-26.....
 60 | 50 |

 55-27 57-8
 65 | 55 |

 57-13 59-11.....
 55 | 50 |

 59-11 61
 65 | 55 |

 63-29 65-3
 60 | 50 |

 70 71-12.....
 55 | 50 |

 73-21 77-2
 60 | 50 |

 80-14 80-33.....
 60 | 50 |

 84-30 88-9
 65 | 55 |

 97-35 98-22.....
 60 | 50 |

 100-38 102-28.....
 65 | 55 |

4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Curves between MP 106-19 and MP 106-28.....	60	50
107-11 109-1	65	55
Between 110-18 111-38.....	40	40
Curves between 111-39 113-10.....	60	50
114-9 116-9	45	30
117-13 118	50	45
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.		
Through turnout, west lead switch, Newburg.....	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:		
Curves between MP 122-9 and MP 122-18.....	55	55
123-15 124-10.....	50	50
130-18 130-26.....	55	55
131-19 132-1	45	45
134-10 137-10.....	50	45
142-15 144-19.....	50	45
149-39 151-37.....	50	45
162-29 163-33.....	50	45
166-20 166-34.....	50	45
169 170-28.....	50	45
172-19 172-33.....	50	45
On curves between MP 181 and Kurn, unless otherwise restricted	50	50
Through turnout at end of two main tracks Lebanon, when using north track	35	35
Between MP 181-6 and MP 182-6 both tracks until engine over street crossings	30	30
No. 2 passing depot Lebanon each Friday to discharge newspapers.....	15	
Through turnout at end of two main tracks, Kurn.....	55	50
Curves between MP 185-35 and MP 187-13.....	60	55
188-5 188-19.....	55	55
191-17 192-32.....	65	
193-35 197-38.....	60	55
Between MP 213-12 and MP 213-33 until engine over crossings.....	30	30
Between MP 213-23 and MP 213-21 eastward trains or engines using siding until engine over crossings.....	10	10
Curves between MP 216-34 and MP 218-5	60	55
218-15 221-17.....	65	
Engine of Westward trains passing MP 235-12		50
Between Eastern Jct. and Pine St. Jct.....	25	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.		

4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Springfield passenger station through either crossover just east of Main Street	10	10
MP 238-5 until engine over Broadway Ave.	10	10
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
Engine of Westward trains passing MP 260-21		50
Curves between MP 263-26 and MP 264-17.....	60	55
Engine of Westward trains passing MP 267-16		50
Between MP 268-30 and MP 269-4 until engine over crossings	40	40
Through interlocking, Aurora	60	45
Through turnout at end of two main tracks, Globe, when using north track	35	35
Curves between		
MP and MP		
277-25 279-39(westward trains using south track)....	60	55
279-39 280-26 (both tracks)	60	55
First class trains move at restricted speed between MP 280-26 and Monett passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Westward passenger trains will not pass MP 281-29, Monett, until receive proceed signal from yardman. First class trains move at restricted speed between this point and MP G-282-20 on Southwestern Division, and between this point and MP 282-10, on Central Division.		
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.....	25	15
Between Pine St. Jct. and M. K. Jct.....	20	20
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.		
Springfield passenger station through either crossover just east of Main Street	10	10
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
MP C-203 when using siding until engine over National Ave.	5	5
Between MP C-203-3 and MP C-203-5	20	20
Engine of Northward trains passing MP C-204-15		50

(Continued on page 15)

WESTWARD

EASTERN DIVISION—ROLLA SUBDIVISION

Third Class 41 Local	SECOND CLASS			Distance from St. Louis Miles	STATIONS	Communicating Office	FIRST CLASS				
	437	37	31				3 The Will Rogers	807 The Sunnyland	1 Texas Special	9 Meteor	805 Memphian
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				0.0	ST. LOUIS	DN	A M 8 30	A M 8 40	P M 5 40	P M 6 45	P M 11 15
				0.6	TWENTY-THIRD ST.						
					WAB.-M. P. CROSSING						
				2.1	GRAND AVE.		8 34	8 44	5 44	6 49	11 19
				3.3	TOWER GROVE	2S	8 40	8 50	5 50	6 55	11 25
				3.4	M. P. CROSSING						
				3.4	M. P. CROSSING						
				4.9	M. P. CROSSING						
A M 6 00	P M 10 30	P M 7 20	A M 3 30	7.1	LINDENWOOD	DN					
				7.3	S. E. JCT.	ABS	8 48	9 00 A M	5 57	7 02	11 35 P M
				10.1	WEBSTER GROVES				6 01	7 08	
				11.8	FAIRLAWN	P					
					M. P. CROSSING						
				12.7	KIRKWOOD	D	8 57		6 04	7 12	
				17.9	VALLEY PARK	D	9 04		6 09	7 17	
				27.2	EUREKA		9 14		6 19	7 26	
				34.1	PACIFIC	2S	9 24		6 26	7 33	
				40.6	ROBERTSVILLE		9 33				
				44.0	ROOK		9 37		6 37	7 45	
				46.0	MOSELLE		9 41				
				52.2	ST. CLAIR	D	9 53		6 47	7 57	
				62.2	STANTON		10 05		6 58	8 08	
				68.1	SULLIVAN	D	10 15		7 04	8 14	
				74.3	BOURBON	D	10 24				
				77.2	COFFEYTON		10 29		7 14	8 25 4	
				86.8	CUBA	2S	10 43		7 24	8 35	
				84.8	ROSATI		10 52		7 33	8 45	
				100.4	ST. JAMES	D	11 05		7 39	8 51	
				105.6	DILLON		11 12		7 44 4	8 56	
				110.6	ROLLA	2S	11 24		7 50	9 06	
P M 2 35	A M 1 15	10 05 P M	7 15 A M	118.1	NEWBURG	DN	11 43 A M		8 02 P M	9 20 P M	
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(112.4) (118.1)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
41	437	37	31				3	807	1	9	805

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

CHERRY VALLEY BRANCH—ROLLA SUBDIVISION

EASTWARD

WESTWARD

Service Rendered By Extras	Communicating Offices	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity	Service Rendered By Extras
		93.6	C. V. JCT.	A 94		
		98.4	ELAYER	AA 98	13	
		99.6	CHERRY VALLEY	AA100	18	
			(6.0)			

EASTERN DIVISION—ROLLA SUBDIVISION

EASTWARD

FIRST CLASS					Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS		Third Class
4 The Will Rogers	808 The Sunnyland	2 Texas Special	10 Meteor	806 Memphian			Siding	Other		30	32	42 Local
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	
P M 10 30	P M 3 35	A M 8 00	A M 7 55	A M 7 37	1	ST. LOUIS			CB			
10 16	3 26	7 48	7 41	7 29		0.6 TWENTY-THIRD ST.	YA	RD				
						1.5 WAB. M. P. CROSSING	Interlocking					
						0.0 GRAND AVE.						
10 13	3 23	7 45	7 38	7 20		1.2 TOWER GROVE						
10 10	3 20	7 42	7 35	7 17	3	0.1 M. P. CROSSING	Interlocking					
						1.5 M. P. CROSSING						
					7A	2.2 LINDENWOOD	YA	RD	OGRT CB	A M 5 00	P M 5 30	
10 00	3 10 P M	7 32	7 25	7 05 A M		0.2 S. E. JCT.	Interlocking				P M 1 00	
9 55		7 27	7 20		10	2.8 WEBSTER GROVES		17				
					12	1.7 FAIRLAWN						
						0.0 M. P. CROSSING	Interlocking					
9 51		7 23	7 12		13	0.9 KIRKWOOD		25				
9 44		7 17	7 06		18	5.2 VALLEY PARK		154				
9 34		7 07	6 55		27	9.3 EUREKA	175	5				
9 26		7 00	6 47		34	8.9 PACIFIC	229	316	Y			
9 16					41	8.5 ROBERTSVILLE		4				
9 11		6 49	6 36		44	3.4 ROOK	140					
9 08					46	2.0 MOSELLE		25				
9 00		6 40	6 26		52	8.2 ST. CLAIR	140	58				
8 47		6 29	6 14		62	10.0 STANTON	143	19				
8 40		6 23	6 07		66	5.9 SULLIVAN	71	46				
8 30					74	8.2 BOURBON	33	31				
8 25		6 13	5 57		77	2.9 COFFEYTON	142					
8 12		6 03	5 47		87	9.8 CUBA	142	107	CB			
8 00		5 54	5 38		95	3.0 ROSATI	145	17				
7 52		5 48	5 32		100	5.8 ST. JAMES	103	52				
7 44		5 43	5 26		108	9.2 DILLON	153	7				
7 21		5 37	5 20		111	5.0 ROLLA	169	108				
7 05 P M		5 22 A M	5 05 A M		119	9.5 NEWBURG	YA	RD	OGRT CB	12 15 A M	1 30 P M	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		(112.4) (119.1)				Leave Daily	Leave Daily	
4	808	2	10	806						30	32	
											42	

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, Sid. Clock, Bulletin	Third Class	Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin
1241 Mixed					Siding	Other		1240 Mixed					Siding	Other	
Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday							
A M 6 30	2S	86.8	CUBA 8.7	87		58	CB	P M 12 15							
6 47		93.6	C. V. JCT. 1.8	A 94				P M 11 36							
6 53	D	95.1	STEELVILLE 7.8	A 96		23		11 30							
7 20		102.9	KEYSVILLE 4.6	A103		10		11 05							
7 35		107.6	WESCO 9.8	A108		13		10 50							
8 10		117.1	BANGERT 9.7	A117		12		10 15							
9 00 A M	D	126.8	SALEM	A127		109		9 45 A M							
Arrive Daily Ex. Sunday			(40.0)					Leave Daily Ex. Sunday							
1241			No. 1241 is superior to No. 1240.					1240							

- W. F. Mitchell.....Superintendent Terminals, St. Louis, Mo.
- J. M. Ward.....Terminal Trainmaster, St. Louis, Mo.
- L. C. Carner.....Superintendent Terminals, Springfield, Mo.
- J. R. Warfield.....Terminal Trainmaster, Springfield, Mo.
- S. E. Zeilmann.....Terminal Trainmaster, Springfield, Mo.
- W. B. McCaffrey.....Superintendent Terminals, Memphis, Tenn.
- L. J. King.....Asst. Superintendent Terminals, Memphis, Tenn.
- R. E. Tyndall.....Terminal Trainmaster, Memphis, Tenn.
- D. W. Patton.....Terminal Trainmaster, Memphis, Tenn.
- E. R. Pike.....Terminal Trainmaster, Memphis, Tenn.
- C. W. Williamson.....Terminal Trainmaster, Memphis, Tenn.
- D. B. Cronin.....Superintendent Terminals, Kansas City, Mo.
- L. T. Ables.....Terminal Trainmaster, Kansas City, Mo.
- T. M. Galloway.....Terminal Trainmaster, Kansas City, Mo.
- R. A. Rorie.....Assistant Superintendent, Newburg, Mo.
- E. A. Osborne.....Assistant Superintendent, Springfield, Mo.
- T. S. Sullivan.....Assistant Superintendent, Thayer, 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.

WESTWARD

EASTERN DIVISION—LEBANON SUBDIVISION

Third Class	SECOND CLASS				Distance from St. Louis	STATIONS	Communicating Office	FIRST CLASS		
43 Local		37	31	437				3 The Will Rogers	1 Texas Special	9 Meteor
Leave Tues., Thurs., Sat.		Leave Daily	Leave Daily	Leave Daily	Miles		Leave Daily	Leave Daily	Leave Daily	
A M 6 00		P M 10 20	A M 7 45	A M 1 30	119.1	NEWBURG	DN	A M 11 53	P M 8 06	P M 9 25
					121.5	BUNDY JCT.				
					122.7	ARLINGTON		11 58 P M	8 11	9 30
					128.8	FRANKS		12 06	8 19	9 38
					134.8	DIXON	D	12 19	8 27	9 48
					142.0	JURY		12 27	8 36	9 57
					146.5	CROCKER	D	12 36	8 42	10 03
					152.5	SWEDENBERG		12 44	8 49	10 10
					159.3	EAST RICHLAND		12 52	8 57	10 18
					159.8	RICHLAND	D	12 59		
					167.5	STOUTLAND	D	1 10	9 07	10 28
					174.1	SLEEPER		1 18	9 15	10 36
					181.8	LEBANON	2S	1 30	9 23	10 45
					183.8	KURN		1 34	9 26	10 48
					190.5	HUBEN		1 41	9 33	10 56
					193.9	PHILLIPSBURG				
					198.4	CONWAY	D	1 49	9 41	11 04
					206.9	NIANGUA	D	1 57	9 49	11 13
					213.3	MARSHFIELD	D	2 04	9 55	11 23
					220.8	NORTHVIEW		2 12	10 04	11 30
					227.7	STRAFFORD	D	2 19	10 11	11 38
					236.6	TEED		2 27	10 19	11 48
					236.7	EASTERN JCT.				
					237.1	PACIFIC ST. JCT.				
					238.3	PINE ST. JCT.				
					239.1	SPRINGFIELD	2S	2 40 P M	10 30 P M	12 01 A M
					236.7	EASTERN JCT.				
P M 1 35 P M		A M 1 30 A M	P M 12 15 P M	5 00 A M	239.7	SPRINGFIELD YARD	DN			
Arrive Tues., Thurs., Sat.		Arrive Daily	Arrive Daily	Arrive Daily		(120.6) (120.0)		Arrive Daily	Arrive Daily	Arrive Daily
43		37	31	437				3	1	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, Sid. Clock, Bulletin	SECOND CLASS			Third Class
4 The Will Rogers	2 Texas Special	10 Meteor			Siding	Other		32	30		
Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily		Arrive Mon., Wed., Fri.
s P M 6 50	s A M 5 16	s A M 5 00	119	NEWBURG 2.4	YA	RD	OGRT CB	P M 1.00	P M 11 45		P M 1 50
			121	BUNDY JCT. 1.2							
6 42	5 08	4 48	123	ARLINGTON 5.1	112	6					
6 35	5 01	4 40	129	FRANKS 5.8	135	16					
s 6 28	4 54	4 32	135	DIXON 7.4	180	70					
6 17	4 46	4 23	142	JURY 4.5	140	3					
s 6 12	4 41	4 17	147	CROCKER 6.0	98	39					
6 00	4 34	4 10	152	SWEDENBERG 5.8	136	10					
5 50	4 26	4 02	159	EAST RICHLAND 0.5	126						
s 5 48			160	RICHLAND 7.7		38					
s 5 34	4 17	3 52	168	STOUTLAND 6.6	136	19					
5 24	4 09	3 43	174	SLEEPER 7.7	158	25					
s 5 15	4 01	s 3 35	182	LEBANON 2.0	YA	RD	RY				
5 02	3 58	3 28	183	KURN 6.7							
4 55	3 52	3 21	191	HUBEN 3.4	179						
			194	PHILLIPSBURG 4.5		52					
4 47	3 44	3 12	198	CONWAY 5.5	151	40					
4 38	3 36	3 03	207	NIANGUA 6.4	189	21					
4 31	3 30	2 56	213	MARSHFIELD 7.5	159	117					
4 22	3 22	2 48	220	NORTHVIEW 8.9	201	13					
4 15	3 15	2 40	228	STRAFFORD 8.8	170	16					
4 07	3 07	2 30	236	TEED 0.1	142						
				EASTERN JCT. 3.0			Y				
				PACIFIC ST. JCT. 1.2							
				PINE ST. JCT. 0.8							
4 00 P M	3 00 A M	2 20 A M	239	SPRINGFIELD	YA	RD	OGR YCB				
				EASTERN JCT. 3.0							
			239	SPRINGFIELD YARD	YA	RD	OGR CB	10 15 A M	8 30 P M		6 00 A M
Leave Daily	Leave Daily	Leave Daily		(120.6) (120.0)				Leave Daily	Leave Daily		Leave Mon., Wed., Fri.
4	2	10						32	30		44

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

21. LIST OF TIME INSPECTORS.

L. S. Bauman, 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.901 S. Vandeventer, St. Louis, Mo.
 R. P. Wiggins123 N. 18th St., St. Louis, Mo.
 Baehr Jewelry Company.....3263 Ivanhoe Ave., St. Louis, 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.

R. F. Reeve, Agt..... Willow Springs, Mo.
 Humphries Jewelry Co..... Thayer, Mo.
 Wylie Clements Jonesboro, Ark.
 J. A. Price Marked Tree, Ark.
 A. Graves & Steuwer Co.....263 E. McLemore St., Memphis, Tenn.
 A. Graves & Steuwer Co.....18 N. 2nd St., Memphis, Tenn.
 A. Graves & Steuwer Co.....3422 Plaza Ave., 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	37				9	91	3	95	1
Leave Daily	Leave Daily	Leave Daily				Meteor	Northern Div. 106	The Will Rogers	Northern Div. 108	Texas Special
			239.1	SPRINGFIELD	2S	A M 12 20	A M 3 10 ⁹⁸	P M 2 55	P M 3 35	P M 10 45
			242.0	NICHOLS			12 26	3 16 A M	3 00	3 40 P M
			239.7	SPRINGFIELD YARD	DN					
P M 2 00	A M 8 15	A M 2 50	242.0	NICHOLS						
			242.0	N. DIV. CROSSING						
			247.2	BROOKLINE		12 32		3 05		10 56
			251.8	REPUBLIC	D	12 37		3 11 ⁴		11 00
			257.3	BILLINGS		12 44		3 16		11 05
			262.3	LOGAN		12 49		3 21		11 10
			263.6	MARIONVILLE	D					
			268.9	AURORA	D	12 56		3 36		11 16
			269.0	M. P. CROSSING						
			273.7	VERONA	D	1 01		3 41		11 21
			277.6	GLOBE		1 07 ¹⁰		3 46		11 25
3 45 P M	9 20 A M	4 05 A M	282.0	MONETT	DN	1 20 A M		4 00 P M		11 35 P M
Arrive Daily	Arrive Daily	Arrive Daily		(42.3) (43.7)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
31	437	37				9	91	3	95	1

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	YA	RD		
	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.	Interlocking			
	243.0		A243	LANGSTON		12		
	246.6		A247	GALLOWAY		60		
	249.1		A249	KISSICK	30	111		
	257.4		A267	OZARK		41		
				(17.4)				

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

EASTWARD

FIRST CLASS					Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
4 The Will Rogers	92 Northern Div. 107	96 Northern Div. 105	2 Texas Special	10 Meteor			Siding	Other		32	30
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily		
P M 3 30	P M 1 15	A M 3 10 01	A M 2 45	A M 2 00	239	SPRINGFIELD	YARD	OGR OBY			
3 21	1 03 P M	3 00 A M	2 37	1 45	242	NICHOLS			28		
					239	SPRINGFIELD YARD	YARD	OGR CB	A M 7 45	P M 6 45	
					242	NICHOLS		28			
						N. DIV. CROSSING					
3 16			2 32	1 40	247	BROOKLINE	148	5			
3 11 ³			2 27	1 35	252	REPUBLIC	185	78			
3 06			2 22	1 30	257	BILLINGS	144	35			
3 01			2 17	1 25	262	LOGAN	175	9			
					264	MARIONVILLE		49			
2 54			2 11	1 18	269	AURORA	148	289			
						M. P. CROSSING	Interlocking				
2 38			2 06	1 12	274	VERONA	176	41			
2 33			2 02	1 07 ⁹	278	GLOBE					
2 25 P M			1 55 A M	1 00 A M	282	MONETT	YARD	OGR TYCB	6 15 A M	5 15 P M	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		(42-3) (43-7)			Leave Daily	Leave Daily	
4	92	96	2	10					32	30	

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	
Ranken.....	19.7	7	20	East	Flinn.....	17.7	15	D-18	North
Tyson.....	21.9	165	22	East	Jeffreys.....	20	11	D-20	North
Crescent.....	24.9	10	25	West	Harrelson.....	32.8	36	D-33	Both
Prater.....	36.4	48	36	East	Gunn City.....	55.8	Platform	D-56	
Catawissa.....	38.8	12	39	West	Quick City.....	65.3	Platform	D-65	
Anaconda.....	57.2	20	57	West	Livingston.....	83.2	52	D-83	Both
Leasburg.....	79.6	28	80	East	Chloe.....	104.2	4	D-104	North
Fanning.....	91.5	Platform	92		Vista.....	119.8	26	D-120	Both
Schundler.....	99.1	10	99	East	Gerster.....	126.6	27	D-127	Both
Salem Branch					Cliquot.....	146.8	26	D-147	Both
Henpeck.....	94	9	AA-94	West	Morrisville.....	162	5	D-162	South
Sankey.....	94.3	18	A-94-A	Both	Wishart.....	163.9	26	D-164	Both
Hitch.....	110.6	5	A-111-A	West	Willow Springs Subdivision				
Cooks.....	110.9	Platform	A-111		Macomb.....	255.2	3	C-255	North
Howes.....	121.5	6	A-122	West	Dunn.....	273.6	16	C-274	South
Lebanon Subdivision					Sterling.....	289	30	C-289	North
Jerome.....	123.4	Platform	124		Ellis.....	313.4	22	C-313	South
Hancock.....	140.1	Platform	140		Current River Branch				
Brushcreek.....	187.4	Platform	187		Trask.....	304	Platform	S-304	
Sampson.....	203	14	203	East	Terresita.....	314	Platform	S-314	
Wally.....	233.9	34	234	Both	Memphis Subdivision				
Springfield Subdivision					Sloan.....	383.7	55	C-384	Both
Ozark Branch					Hogan.....	385	70	C-385	Both
Sequiota.....	245.7	Platform	A-246		Portia.....	392.2	53	C-392	Both
Cassidy.....	253	10	A-253	North	Rock Spur.....	400	15	C-400	North
					Julian.....	418.5	20	C-418	North
					Aggie.....	421.4	12	C-421	North
					Tuck.....	422.8	2	C-423	South
					Tulot.....	440.7	20	C-441	South
					Oak Donic.....	442.1	Platform	C-442	
					Gilmore.....	458.9	32	C-459	Both

SOUTHWARD

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

Third Class	SECOND CLASS				Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS	
	241 Local	133	135	131				105 Kansas City-Florida Special	107 The Sunnyland
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily	
				202.0	SPRINGFIELD	2S	A M 3 30	P M 1 25	
				202.9	M. P. CROSSING				
				203.0	M. K. JCT.		3 35	1 30	
A M 6 00	P M 9 30	P M 4 00	A M 5 00		SPRINGFIELD YARD	DN			
					PACIFIC ST. JCT.				
					PINE ST. JCT.				
				202.9	M. P. CROSSING				
				203.0	M. K. JCT.				
				211.7	TURNER			f 1 39	
				219.0	ROGERSVILLE		3 55	f 1 48	
				226.6	FORDLAND	D	4 04	f 1 56	
				231.6	DIGGINS		4 10	f 2 03	
				236.6	SEYMOUR	D	4 15	s 2 11	
				243.2	CEDAR GAP		4 22	f 2 20 ¹⁰⁸	
				248.9	MANSFIELD	D	4 31	s 2 39	
				260.2	NORWOOD	D	4 48	s 2 56	
				269.5	MOUNTAIN GROVE	D	5 02	s 3 11	
				279.1	CABOOL	D	5 15	s 3 26	
				283.3	WILLOW SPRINGS	2S	5 36	s 3 46	
				298.2	BURNHAM		5 43	3 52	
				303.4	POMONA			f 3 59	
				306.1	OLDEN		5 54	4 02	
				314.4	WEST PLAINS	D	6 08	s 4 18	
				325.2	BRANDSVILLE			f 4 32	
				330.8	KOSHKONONG	D	6 26	s 4 41	
P M 2 45 P M	A M 1 30 A M	7 40 P M	9 15 A M	339.8	THAYER	DN	s 6 40 A M	s 5 01 P M	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		(137.8) (141.0)		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	STATIONS	Station Number	Fuel, Water, Turn Table, Way, Sid. Clock, Bulletin	Track Capacity		THIRD CLASS	
263 Mixed	261 Mixed						Siding	Other	260 Mixed	262 Mixed
Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.	Miles						Arrive Mon., Wed., Fri.	Arrive Tues., Thurs., Sat.	
A M 7 00	A M 7 00	2S	293.3	WILLOW SPRINGS	C293	YCB	YARD	P M 4 00	P M 1 00	
f 7 16	f 7 16		298.8	HUTTON VALLEY	S299		6	f 3 30	f 12 30	
s 8 00	s 8 00	D	309.7	MOUNTAIN VIEW	S310		32	s 3 00	s 12 01	
f 8 25	f 8 25		317.1	MONTIER	S317		14	f 2 15	f 11 15	
s 8 55	s 8 55	D	322.2	BIRCH TREE	S322		16	s 2 00	s 10 55	
9 35 A M	s 9 35	D	331.9	WINONA	S332	Y	84	s 1 15	10 20 A M	
	s 10 35	D	343.8	FREMONT	S344		44	s 12 15 P M		
	f 11 15		354.4	VAN BUREN	S354			f 11 35		
	11 20 A M	D	354.9	CHICOPEE	S355		56	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	

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS			Third Class
106 Kansas City-Florida Special	108 The Sunnyland			Siding	Other		138	134	136	240 Local
Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
A M 2 40	P M 3 20	239	SPRINGFIELD 0.8	YA	RD	OGR YCB				
2 20	3 10		M. P. CROSSING 0.1	Interl	ocking					
		239	M. K. JCT.	140			A M 7 15	P M 5 30	A M 3 00 A M	P M 2 30 P M
			SPRINGFIELD YARD 2.6	YA	RD	OGR CB				
			PACIFIC ST. JCT. 1.2							
			PINE ST. JCT. 0.3							
			M. P. CROSSING 0.1	Interl	ocking					
			M. K. JCT. 0.7	140						
2 10	f 3 00	C212	TURNER 7.3		48					
2 03	f 2 52	C219	ROGERSVILLE 7.5	125	28					
1 53	f 2 42	C227	FORDLAND 5.0	79	23					
1 45	f 2 36	C232	DIGGINS 5.1	126	4					
1 39	s 2 30	C237	SEYMOUR 8.6	70	46					
1 31	f 2 20 ¹⁰⁷	C243	CEDAR GAP 11.3	130	4					
1 20	s 2 05	C249	MANSFIELD 11.3	69	65					
1 02	f 1 45	C260	NORWOOD 9.3	127	26					
12 47	s 1 33	C270	MOUNTAIN GROVE 8.6	115	91	R				
12 33	s 1 18	C279	CABOOL 14.2	128	98					
12 11	s 12 58	C293	WILLOW SPRINGS 4.0	130	YARD	RYCB				
12 01 A M	12 43	C298	BURNHAM 5.2	67						
	f 12 37	C303	POMONA 2.7		4					
11 52	12 33	C306	OLDEN 8.3	132	5					
s 11 42	s 12 23	C314	WEST PLAINS 10.8	128	142					
	f 12 01 P M	C325	BRANDSVILLE 5.6		5					
11 22	s 11 52	C331	KOSHKONONG 9.0	122	36					
11 05 P M	11 40 A M	C340	THAYER	YA	RD	OGR TCB	3 00 A M	12 10 P M	9 25 P M	4 00 A M
Leave Daily	Leave Daily		(137.8) (141.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
106	108						138	134	136	240

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

LEPANTO BRANCH—MEMPHIS SUBDIVISION
SOUTHWARD

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Other Track Capacity	Service Rendered By Extras
	Miles						
	449.6		TYRONZA JCT. 9.0	C450			
	458.6	D	LEPANTO	SA459		90	
			(9.0)				

MARION-HULBERT BRANCH MEMPHIS SUBDIV.
SOUTHWARD

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Other Track Capacity	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
	Miles						
	473.6	D	MARION 2.5	C474			
	476.1		MO. PAC. RY. CROSSING 0.1	Interl	ocking		
	476.2		PRESLEY JCT. 2.2		7		
	478.4		WEST MEMPHIS 1.0	SB478	339	CB	
	479.4		HULBERT	SB479			
			(5.8)				

SOUTHWARD

EASTERN DIVISION—MEMPHIS SUBDIVISION

Thrd Class	SECOND CLASS					Distance from Kansas City	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS			
	243 Local	135	131	133	835					833	805 Memphan	105 Kansas City-Florida Special	807 The Sunnyland
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
A M 6 00	P M 7 50	A M 9 30	A M 2 05			399.8	DN	THAYER, MO. 2.6	OGR TCB		A M 6 45		P M 5 06
6 15	8 00	9 35	2 10			342.3	D	MAMMOTH SPG. ARK. 8.0			6 49		f 5 12
6 25	8 25 ¹³⁶	9 45	2 29 ¹³⁸			350.3		KING 8.0			6 59		5 24
6 35	8 40	9 55	2 43			358.3	D	HARDY 4.7			7 09		s 5 38
6 50	8 47	10 02	2 51			363.0		BAKER 5.4			7 15		5 43
7 00	8 54	10 10	2 59			368.4		WILLIFORD 6.8			7 21		s 5 52
7 15	9 04	10 30 ¹⁰⁸	3 09			376.2	D	RAVENDEN 5.5			7 30		s 6 03
7 36 ¹⁰⁵	9 11	10 54 ¹³⁴	3 17			380.7	D	IMBODEN 9.2			7 36 ²⁴³		s 6 12
8 06	9 22	11 06	3 28			389.9	D	BLACK ROCK 8.1	Y		7 48		s 6 26
						398.0		MO. PAC. CR. 0.0					
8 25	9 40 ¹⁰⁶	11 17 ²⁴²	3 39			398.0	DN	HOXIE 8.1	CY		s 8 06		s 6 51
8 35	9 52	11 27	3 50			406.1		SEDGWICK 6.0			8 15		f 7 03 ¹³⁶
						412.1	D	BONO 7.9					f 7 12
9 15 ¹⁰⁸ 10 02 ¹³⁴	10 10	11 47	4 30			420.0	DN	JONESBORO 2.2	OR CBY		s 8 35		s 7 35
						422.2		ST. L. S. W. CR. 1.6	ABS				
10 15 ²⁴²	10 16	11 53	4 40			423.8	D	NETTLETON 0.0			8 40		s 7 42
						423.8		MO. PAC. CR. 6.9					
10 33	10 25	P M 12 02	4 55			430.7		BAY 5.0			8 47 ¹⁰⁸		f 7 50
10 45	10 32	12 09	5 03			435.7		DOBELL 0.6			8 52		7 55
						438.2		ST. L. S. W. CR. 0.4					
						438.6	D	TRUMANN 3.3					s 8 01
11 00	10 40	12 15	5 08			439.9		COON 7.5			8 56 ²⁴²		8 05
11 15	10 50	12 24	5 23			447.4	D	MARKED TREE 2.2			9 04		s 8 22 ¹⁰⁸
						449.6		TYRONZA JCT. 2.4					
						452.0	D	TYRONZA 4.4					s 8 36
11 45	11 01	12 35	5 34			458.4		DECK 5.8			9 13 ¹³⁴		8 41
P M 12 01	11 10	12 45	5 45	A M 4 30	A M 1 00	462.2	DN	TURRELL 4.5	CY	A M 6 35	9 19	P M 4 35	s 8 52
						468.7		CLARKDALE 5.2		6 40	9 24	4 40	s 8 59
						471.9	D	HARVARD 1.7		6 45	9 29	4 46	9 05
						473.6	D	MARION 1.8					s 9 09
						475.4		CRITCO 6.0		6 50	9 33	4 51	9 11
						481.4		BRIDGE JCT., ARK. 0.0	OTC	6 57	9 39	4 57	9 21
						483.1		A. & M. RY. B. & T. CO. CR. 1.6					
						483.6	DN	SHELCO, TENN. 0.5		7 03	9 43	5 03	9 31
						483.8		UNION RY. CR. 0.2					
						483.8		I. C. CR. 0.1					
						484.4	DN	MAIN STREET 0.5					
						485.9		MEMPHIS (CENTRAL STATION) 2.5	GR CB	7 15 A M	s 9 55 10 25	5 15 P M	s 9 50 10 30
						486.5		UNION RY. CR. 0.6	ABS	A M 10 31			10 36
						486.5		UNION RY. CR. 4.0					
						490.5		NONCO 1.0			10 41		10 49
						491.5		DEMO 4.9	OTC		10 42		10 50
4 00 P M	A M 1 00 A M	2 45 P M	9 00 A M	7 00 A M	3 00 A M	496.4	DN	TENNESSEE YARD (144.6) (158.6)	OGR TCB		10 47 A M		10 59 P M
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
243	135	131	133	835	833					805	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
806	106	808	108			Siding	Other	134	834	136	836	138	242
Memphlan	Kansas City-Florida Special	The Sunnyland	The Sunnyland					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday
	P M s 10 55		A M s 11 35	C340	THAYER, MO. 2.8	YA	RD	A M 11 55		P M 8 50		A M 2 45	P M 1 40
	10 48		f 11 25	C342	MAMMOTH SPG. ARK. 8.0	60	63	11 47		8 38		2 39	1 30
	10 38		11 13	C350	KING 8.0	168		11 37		8 25 ¹³⁵		2 29 ¹³³	1 15
	10 28		s 11 03	C358	HARDY 4.7	110	34	11 27		8 11		2 18	1 00
	10 22		10 52	C363	BAKER 5.4	163		11 20		8 02		2 11	12 50
	10 15		s 10 42	C368	WILLIFORD 2.8	77	25	11 12		7 55		2 03	12 40
	10 07		s 10 30 ¹³¹	C375	RAVDEN 5.5	83	24	11 04		7 47		1 55	12 12
	10 01		s 10 20	C381	IMBODEN 9.2	136	49	10 54 ¹³¹		7 39		1 48	12 01 P M
	9 50		s 10 04	C390	BLACK ROCK 8.1	68	203	10 41		7 25		1 36	11 30
	s 9 40 ¹³⁵		s 9 50	C398	MO. PAC. CR. 0.0	Interlocking							
	9 20		f 9 32	C406	HOXIE 8.1	202	79	10 30		7 14		1 25	11 17 ¹³¹
			f 9 25	C412	SEDGWICK 8.0	153	26	10 20		7 03 ¹⁰⁷		1 15	10 52
	s 9 04		s 9 15 ²⁴³	C420	BONO 7.9		41						
					JONESBORO 2.2	258	YARD	10 02 ²⁴³		6 30		12 58	10 30
					ST. L. S. W. CR. 1.6	Interlocking							
	8 49		s 8 58	C424	NETTLETON 0.0	51	57	9 57		6 20		12 51	10 15 ²⁴³
					MO. PAC. CR. 6.9	Interlocking							
	8 41		f 8 47 ¹⁰⁶	C431	BAY 5.0	129	25	9 48		6 09		12 41	9 55
	8 35		8 35	C436	DOBELL 0.6	38		9 41 ²⁴²		6 02		12 35	9 41 ¹³⁴
					ST. L. S. W. CR. 0.4	Interlocking							
			s 8 34	C437	TRUMANN 3.3		102						
	8 30		8 27	C440	COON 7.5	92		9 35		5 54		12 29	8 56 ¹⁰⁵
	8 22 ¹⁰⁷		s 8 18 ²⁴²	C447	MARKED TREE 2.2	68	310	9 25		5 42		12 19	8 18 ¹⁰⁸
					TYRONZA JCT. 2.4								
			s 8 10	C452	TYRONZA 4.4		30						
	8 09		8 02	C456	DECK 5.8	95	3	9 13 ¹⁰⁵		5 29		12 08	6 54
P M	11 50		A M s 8 15	C462	TURRELL 4.5	150 Interlocking	73	8 50	P M 2 45	5 20	P M 10 45	A M 12 01	6 25
	11 43		8 07	C467	CLARKDALE 5.2		26						
	11 38		7 47	C472	HARVARD 1.7	YA	RD						
			8 00	C474	MARION 1.8		40						
	11 32		s 7 38	C475	CRITCO 6.0								
	11 26		7 35	C481	BRIDGE JCT., ARK. 0.0	78	33						
			7 27		A. & M. RY. B. & T. CO. CR. 1.6	Interlocking							
				C483	SHELCO, TENN. 0.8								
					UNION RY. CR. 0.2								
					I. C. CR. 0.1								
					MAIN STREET 0.5	Interlocking							
					MEMPHIS (CENTRAL STATION) 2.5	YA	RD						
					UNION RY. CR. 0.6								
					UNION RY. CR. 4.0		GATE						
	5 58		5 23	C490	NONCO 1.0								
	5 56		5 22	C491	DEMO 4.8								
	5 50 P M		5 14 A M	C498	TENNESSEE YARD	YA	RD	7 30 A M	1 00 P M	4 00 P M	9 00 P M	10 45 P M	5 00 A M
Leave Daily	Leave Daily	Leave Daily	Leave Daily		(144.6) (166.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
806	106	808	108					134	834	136	836	138	242

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	
59 Mixed	58 Mixed					Siding	Other		Arrive Daily	Leave Daily
Leave Daily										
A M 8 00			0.0	KANSAS CITY, MO. (19TH ST. YARD)	C 0	YA	RD	OGR BCT	P M 6 30	
		DN	1.1	KANSAS CITY, MO. (UNION STATION)						
			6.7	K. C. BELT JCT.						
			5.9	SHEFFIELD JCT.						
			6.0	SHEFFIELD	D 6	31	19			
f 8 25		D	7.0	CENTROPOLIS	D 7				f 4 25	
A M 8 31			7.8	UNA	D 8	31			P M 4 15	
8 36			8.4	LEEDS JCT.	D-8-A				4 09	
8 48			9.9	LEEDS	D10	18	33		3 57	
			15.4	MELVILLE	D15	57				
			16.0	M. P. CROSSING				Interlocking		
f 8 55			18.0	HOLMES	D18	37			f 3 50	
f 9 15		D	22.7	GRANDVIEW	D23	41	23	Y	f 3 40	
9 21			25.3	BELVIDERE	D25		31		3 35	
f 9 45		D	28.2	BELTON	D28	47	30		f 3 30	
f 10 05			36.7	PECULIAR	D37		21		f 3 15	
			44.8	M.-K.-T. CROSSING						
				M. P. CROSSING				GATE		
f 10 35		D	45.2	HARRISONVILLE	D45	24	42		f 3 00	
f 10 50			51.8	EAST LYNNE	D52		26		f 2 35	
f 11 10			59.5	LATOUR	D60		30		f 2 20	
f 11 42		D	69.6	BLAIRSTOWN	D70	24	21		f 1 50	
f 11 57			74.9	MAURINE	D75	40			f 1 40	
f 12 10			79.5	HARVEY	D80	28	168		f 1 30	
1 18 58			86.1	CLINTON JCT.					1 18 59	
4 00		D	86.8	CLINTON	D87	YA	RD		1 15	
			86.1	CLINTON JCT.						
				M.-K.-T. CROSSING				GATE		
4 10 P M			86.2	NORTH CLINTON	D88	YA	RD	OGR BCT	12 55 P M	
Arrive Daily				(86.2)					Leave Daily	
59									58	

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	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Check, Bulletin	THIRD CLASS	
55 Local	54 Local					Siding	Other		54 Local	
Leave Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Miles								
A M 8 00			86.2	NORTH CLINTON	D 86	YA RD	GRTY CB		A M 10 45	
8 30			98.7	DEJUN	D 88				10 19	
8 32			99.2	DEEPWATER	D 99	26	31		10 16	
8 35			98.7	DEJUN	D 98				9 50	
8 55			107.2	LOWRY CITY	D107	35	15		9 30	
9 15	D		115.1	OSCEOLA	D115	25	58	R	8 55	
10 00	D		132.3	WEAUBLEAU	D132	26	26		8 05	
10 15			138.6	FLEMINGTON	D139	26	25		7 42	
11 00	D		153.6	BOLIVAR	D154	19	63	R	7 05	
11 30			172.9	WALNUT GROVE	D173		27		5 56	
11 45	P M		182.7	WILLARD	D183		26		5 25	
12 01			191.8	J. A. JCT.					5 03	
12 30	P M	DN	191.8	SPRINGFIELD YARD	239	YA RD	OGR CB		5 00	
Arrive Tues., Thurs., Sat.				(105.6)					A M Leave Mon., Wed., Fri.	
55									54	

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

4. SPEED RESTRICTIONS (Continued).

	MPH	MPH
	Pggr.	Frt.
Curves between MP C-206-10 and MP C-214-39.....	50	50
C-215-5 C-231-6	60	55
C-243 C-251-27	50	50
No. 105 passing depot at Mansfield to discharge mail.....	15	
Curves between MP C-251-27 and MP C-254-1	45	45
C-254-2 C-266-33.....	55	55
C-266-33 C-267-22.....	45	45
C-267-33 C-280-16.....	55	55
Between MP C-269-6 and MP C-269-29 until engine through these limits	20	20
Curves between MP C-280-28 and MP C-281-12.....	45	45
C-286-37 C-299-21.....	55	55
C-299-21 C-309-37.....	50	50
C-309-39 C-319	65	55
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	55
C-325-37 C-326-7	50	50
C-326-16 C-336-26.....	55	55
C-336-29 C-337-9	40	35
C-337-19 C-338-34.....	55	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 spring switch, MP C-340-11.....	20	20
Curves between MP C-340-26 and MP C-348-7	50	45
C-348-7 C-348-21.....	45	45
Through turnout north end siding, King.....	25	25
Curves between MP C-348-33 and MP C-357-4	45	45
C-357-4 C-367	50	50
Through turnout both ends siding, Baker.....	25	25

4. SPEED RESTRICTIONS (Continued).

	MPH	MPH
	Pggr.	Frt.
Between MP C-367 and MP C-389-10.....	40	40
Curves between MP C-389-10 and MP C-390-36.....	50	50
Over steel spans Black River Bridge, C-390.2.....	25	25
Engine passing MP C-398 when using siding.....	8	8
Between MP C-419-12 and MP C-419-27.....	30	30
C-420-5 C-422-3	40	40
C-422-3 C-422-11.....	35	35
C-422-11 C-423-5	40	40
Through turnout both ends siding, Bay.....	25	25
Through turnout north end siding, Turrell.....	25	25
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

4. SPEED RESTRICTIONS (Continued).

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	
	Psg.	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
Between Main Street and Nonco	30	30
Between Main Street and Nonco over street crossings.....	20	20
Nonco, through turnout	25	25
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

Clinton Subdivision:

Engine passing MP D-9-21	10	10
MP D-16 until engine over Mo. Pac. crossing.....	20	20
Belvidere, airport track		20
Between MP D-49-28 and MP D-70-18.....	35	25
D-72-13 D-81-21.....	35	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-116-1 D-116-9	35	
D-120-19 D-120-24.....	35	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
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Salem Branch:

Trains handled by 1000 H. P. or heavier diesels:		
Between Cuba and MP A-94-15	25	25
Between MP A-94-15 and MP A-111	15	15
Between MP A-111 and MP A-121-20.....	25	25
Between MP A-121-20 and Salem.....	15	15
Curves between MP A-93-13 and MP A-93-21.....	15	15
A-98-15 A-98-25.....	15	15

4. SPEED RESTRICTIONS (Continued).

Marion-Hulbert Branch:

	MPH	
	Psg.	Freight
MP SB-476 until engine over crossing.....	5	5
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.

Circus Trains:

	MPH	
	Tangent	Curves
Between Grand Ave. and Monett.....	35	25
Between MK Jct. and Black Rock.....	30	25
Between Black Rock and Yale.....	35	25
Between J. A. Jct. and Bolivar.....	25	20
Between Bolivar and Leeds Jct.....	20	15
Branch Lines	15	10

Trains Handling:

	MPH	
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:		
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.		
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.		
Diesel Derricks (Wreckers 99021, 99022, 99025):		
Between Grand Ave. and Monett, Springfield and Memphis		45
(Derrick must be separated from engine by boom car, truck car, or car not exceeding gross weight of 100,000 pounds).		
Movement of Diesel Derricks (Wreckers 99021, 99022, 99025) is authorized between Springfield and Walnut Grove, not exceeding speed of 20 MPH.		
Other Derricks (Wreckers):		
Between Grand Ave. and Monett, Springfield and Memphis		35
Between J. A. Jct. and Clinton		25
Between Clinton and Leeds Jct.		20
Salem and Aurora Branches		15
Current River, Lepanto and Marion-Hulbert Branches.....		10
Between M. K. Jct. and Galloway		15
Between Galloway and Ozark		10
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, Cherry Valley, 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 (East Belt)
ABS—MP 238-16 (East Belt).....	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 238-16 (Pine St.).....	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

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 5-35 movement of trains with current of traffic will be as prescribed by Rules 251 to 254 inclusive.

Between MP 5-35 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 5-35 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:

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

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.

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.

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.

Electric light at west end umbrella shed Springfield passenger station will display white light when "STOP" signal DR 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
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

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

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)	MK Jct. to Galloway (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
Harvey	
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.

If necessary to shove train or cars forward with five-unit engine in which the second unit is a road switcher, the second and third units behind the road switcher unit must be isolated while such shove is being made.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 5 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 35 cars from head end, 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.

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.

Road switcher diesel units, except AT&N units, will be used when handling tonnage in road service in following combinations only:

- 2 or 3 RD-SW units
- *4 RD-SW units (not more than 4 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

*—When making back up movement or taking slack, isolate lead unit.

**—When making back up movement or taking slack, isolate 2 lead units.

14. INSTRUCTIONS RELATING TO DIESEL OPERATIONS.

(Continued).

NOTE: Term "road" refers to F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, and Alco freight A&B units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

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

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.

When an engine is composed of Alco road switcher and GP7 units, Alco road switcher unit or units shall be, when possible, placed in lead. When impossible to place Alco unit or units in lead, the engine control knob on the Alco units must be placed in No. 4 position and tonnage rating of such Alco units will be reduced to 35 percent of established rating.

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.

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.

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, 31, 32, 37, 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 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.

15. GENERAL INSTRUCTIONS (Continued).

Flashing light signals protecting Glenstone Avenue, MP A-241-21, Ozark Branch, equipped with automatic cut out features. Approach this crossing not exceeding 5 MPH, prepared to stop and flag crossing from ground position unless flashing light signals are operating.

Train movements over highway 65 crossing MP A-247 will be protected by member of crew from ground position and in addition, when night signals required display a lighted red fusee on each side of track.

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.

Except when tracks being used, switch at east end of crossover from south main track to north main track; also switch leading to heating plant spur both near west end Monett Yard, must at all times be left lined for the spur so that in the event of cars getting away in the yard they will move to the heating plant spur.

Eastward trains leaving Monett will use south track unless otherwise instructed by dispatcher.

Automatic crossing gates equipped with manual controls at following crossings: Rule 103(a).

Kingshighway, St. Louis.....	MP 3-36
Macklind Avenue, St. Louis.....	MP 4-17
Sulphur Avenue, St. Louis.....	MP 5-1
Knox Avenue, St. Louis.....	MP 5-12
Old Orchard Avenue.....	MP 8-32
Selma Avenue.....	MP 9-16
Lindbergh Blvd., Kirkwood.....	MP 12-7
Didian Street, Valley Park.....	MP 17-31
Military Road, Marion.....	MP C-473-24
Arkansas St., Memphis.....	MP C-483-10
McLemore Ave., Memphis.....	MP C-486-19
Willett St., Memphis.....	MP C-487-5
East Parkway, Memphis.....	MP C-487-8
Castalia Street, Memphis.....	MP C-488-10
Pendleton St., Memphis.....	MP C-489-31
Democrat Road.....	MP C-491-16
Tchulahoma Road.....	MP C-492-5
Getwell Road.....	MP C-492-24
Homewood Road.....	MP C-493-16
Pigeon Roost Road.....	MP C-494-2

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).

15. GENERAL INSTRUCTIONS (Continued).

Cars must not be dropped across any street in city limits of 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.

When placing cars in connection track Dodson, they must be stopped before reaching trolley wires, 890 feet from S. L.-S. F. main track switch, hand brakes applied, and then shoved to a point where they can be reached by the Kansas City Public Service Company.

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.

Main Street crossing, Mountain Grove, MP C-269-14 protected by flashing light signal equipped with automatic time release. Northward train stopped between MP C-269-25 and MP C-269-14 will not exceed speed of 5 MPH until engine or lead car over crossing.

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
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.

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.

Southward freight trains will not exceed 10 MPH until entire train passes car checker's office located on the lead north end Tennessee Yard.

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 Prater, 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

Table with 7 columns: TONNAGE CLASS OF ENGINE, 21, 26, 27, 34, 42, 50. Rows include Lindenwood to Newburg, Newburg to Arlington, etc.

EASTWARD AND NORTHWARD

Table with 7 columns: TONNAGE CLASS OF ENGINE, 21, 26, 27, 34, 42, 50. Rows include Monett to Globe, Globe to Springfield Yard, etc.

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	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
200-204 206-209 211-214 216-237		SW	34	No	45	39	115
205-210-215		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
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**

