

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

Nos. 709 and 710 stop on signal at Avoca and Chester to receive and discharge revenue passengers.

SURGEONS

The following Surgeons of the Frisco Employee's Hospital Association are authorized Surgeons.

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

Vencel W. Hollo, M. D. Chief Surgeon
 Harry A. Wittler, M. D. Attending Surgeon
 John J. Keenoy, M. D. Attending Surgeon
 Louis F. Stephens, M. D. Attending Surgeon
 W. D. Schierman, M. D. Attending Physician
 James C. Redington, Jr., M. D. Attending Physician
 Robert H. Ramsey, M. D. Attending Physician
 Hugh C. Crowell, M. D. Attending Physician and Dispensary Surgeon
 Richard A. Reider, M. D. Dispensary Surgeon
 Gus J. Furla, M. D. Dispensary Surgeon
 Norman C. Miller, M. D. Dispensary Surgeon
 A. G. Baldizar, 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
 R. B. Stewart, M. D. Oculist

B. M. Huckabay, M. D. (L) Antlers	R. L. Lewis, M. D. (DE) Paris
A. W. Haddock, M. D. (L) Antlers	E. M. Woodson, M. D. (LE) Poteau
Thornton Kell, M. D. (L) Ardmore	Lee A. Dean, M. D. (LE) Rogers
R. B. Graybill, M. D. (L) Ardmore	A. J. Harrison, M. D. (L) Springdale
Tom C. Sparks, M. D. (L) Ardmore	Friedman Sisco, M. D. (L) Springdale
Norman W. Peacock, Jr., M. D. (L) Ashdown	H. W. Savery, M. D. (L) Van Buren
J. S. Lawson, M. D. (L) Clayton	
W. K. Haynie, M. D. (L) Durant	
A. A. Gilbert, M. D. (L) Fayetteville	
V. O. Lesh, M. D. (DE) Fayetteville	
W. R. Brooksher, M. D. (DE) Ft. Smith	
Thos. P. Foltz, M. D. (DE) Ft. Smith	
M. B. Hoge, M. D. (L) Ft. Smith	
E. C. Moulton, M. D. (O) Ft. Smith	
E. Z. Hornberger, M. D. (CI) Ft. Smith	
E. A. Johnson, M. D. (DE) Hugo	
Jim McKenzie, M. D. (LE) Hope	
A. M. Clarkson, M. D. (L) Idabel	
R. D. Williams, M. D. (L) Idabel	
G. R. Booth, M. D. (L) Leflore	
J. F. York, M. D. (LE) Madill	
Frank T. Kerr, M. D. (DE) Monett	
J. J. Mullen, M. D. (L) Mountainburg	
D. R. O'Neill, M. D. (O) Paris	

D—Division Surgeon
 L—Local Surgeon
 AI—Associate Internist
 DE—Division Examining Surgeon
 LE—Local Examining Surgeon
 O—Oculist
 AL—Alternate Local Surgeon
 CE—Consulting Examining Surgeon
 AO—Assistant Oculist
 CU—Consulting Urologist
 AS—Associate Surgeon
 CI—Consulting Internist

St. Louis-San Francisco Railway Company

CENTRAL DIVISION

TIME TABLE

No.

42A

EFFECTIVE

Sunday, April 16, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

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

J. F. CHRISTIAN
Superintendent



A REMINDER

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

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

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

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



General Manager

SOUTHWARD

CENTRAL DIVISION — FT. SMITH SUBDIVISION

NORTHWARD

SECOND CLASS	FIRST CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS		SECOND CLASS
	731	709 Local Passenger					Miles	Siding		Other	710 Local Passenger	732
Leave Daily	Leave Daily	Miles							Arrive Daily	Arrive Daily		
A M 2 45	A M 1 55	282.0	DN	MONETT	282	YA	RD	RGOT YCB	P M 10 15	A M 4 00		
3 10 ⁷³²	2 00	285.0		WIGHTMAN	285	58			9 59	3 10 ⁷³¹		
3 20	s 2 08	289.6	D	PURDY	290	42	32		s 9 53	3 00		
3 30	s 2 16	294.8		BUTTERFIELD	295	58	23		9 45	2 50		
3 45	s 2 28 ⁷³²	300.6	D	EXETER	301	55	36		s 9 34	2 28 ⁷⁰⁹		
3 55	s 2 39	306.9	A	WASHBURN	307	22	19		s 9 26	2 00		
4 10	s 2 51	312.8	D	SELIGMAN, MO.	313	62	68		s 9 16	1 45		
4 25	s 3 02	319.7	P	GARFIELD, ARK.	320	42	19		s 9 01	1 30		
4 40	3 13	327.1	P	AVOCA	327	45	23		8 49	1 05		
		332.0		BENTONVILLE BR. JCT.				Y				
5 00	s 3 35	332.7	D	ROGERS	333	YA	RD		s 8 42	12 55		
5 15	s 3 43	338.0		LOWELL	338		72		f 8 26	12 40		
5 40	s 4 05	343.1	D	SPRINGDALE	343	67	204		s 8 19	12 25		
5 55	f 4 12	347.4		JOHNSONS	347		23		f 8 07	12 05		
6 10	4 18	351.9		EFAY	351		74		8 01	A M 11 55		
6 15	s 4 45	352.4	2S	FAYETTEVILLE	352	YA	RD	RGCB	s 8 00	11 45		
6 20	4 48	354.3		FAYETTE JUNCTION	354	YA	RD	Y	7 47	11 35		
6 30	f 4 53	357.8		GREENLAND	358	61			f 7 43	11 26		
6 40	s 5 01	362.9	P	WEST FORK	363	22	22		s 7 36	11 18		
6 50	5 06	367.0	P	CLARY	367	59			7 28	11 10		
	f 5 10	370.0		BRENTWOOD	370				f 7 24			
7 05	s 5 19	374.7		WINSLOW	375	45	15		s 7 17	10 55		
7 20	5 30	381.0	P	SCHABERG	381		24		6 58	10 30		
7 30	5 37	386.1		CHESTER	388	44	33		6 48	10 20		
7 40	s 5 44	390.2	P	MOUNTAINBURG	390	46	5		s 6 40	10 10		
	f 5 59	401.1		RUDY	401				f 6 25			
8 00	6 00	401.6	P	BALL	402	61			6 23	9 55		
8 12	6 08	408.3		COPP	408	60			6 14	9 45		
8 16	s 6 15	409.9	D	VAN BUREN	410		103		s 6 12	9 40		
		410.4		MO. P. CROSSING				Interlocking				
		414.1		F. S. S. R. R. CROSSING				GATE				
8 45 A M	6 25	414.9		NORTH YARD	416	YA	RD	RGOT TCB	6 02	9 30 P M		
	6 35 A M	416.4	2S	FORT SMITH	416	YA	RD	RGCB Y	6 00 P M			
Arrive Daily	Arrive Daily			(132.9) (133.4)					Leave Daily	Leave Daily		
731	709								710		732	

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

R. L. Akins.....Assistant Superintendent, Hugo, Okla.
 F. J. Smith.....Road Foreman of Equipment, Springfield, Mo.
 H. I. Webb.....Road Foreman of Equipment, Sherman, Tex.
 J. W. Constant.....Chief Dispatcher, Springfield, Mo.
 A. L. Pursley.....Chief Dispatcher, Tulsa, Okla.

SOUTHWARD

CENTRAL DIVISION — ARTHUR SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
Leave Mon. Wed., Fri.	731					Miles	Siding		Other	Arrive Tues., Thurs., Sat.
A M 10 45		414.9		NORTH YARD 0.5	415	YA	RD	RGO TCB	P M 3 30	
		415.4	2S	FORT SMITH 0.7	418	YA	RD	Y RGCB		
11 00		416.1		M. V. JUNCTION 0.6						
		416.7		K. C. S. CROSSING 0.2		GATE				
		418.9		M. P. CRS. K. C. S. CRS. 0.1						
11 05		417.0		S. F. JUNCTION 4.0	417				2 50	
11 15		421.0	P	BASHE, ARK. 2.5	421		22		2 40	
11 20		423.5		CEDARS, OKLA. 2.9	424	60			2 35	
11 25		426.3		BONANZA, ARK. 3.0	428		32		2 30	
11 35		429.3		JENSON, ARK. 2.4	429	37	97	Y	2 20	
11 40		431.7		ROCK ISLAND, OKLA. 0.0	432		59		2 15	
		431.7		M. V. CROSSING 4.9		GATE				
11 50		438.6		CAMERON 7.0	437	38	27		2 05	
		443.6		K. C. S. CROSSING 0.9		Interlocking				
P M 12 25		444.5	D	POTEAU 6.6	446	36	101	Y	1 50	
12 40		451.1		CAVANAL 1.9	451		28		1 05	
		453.0		C. R. I. & P. CROSSING 0.0		GATE				
12 55		453.0		WISTER 3.4	453	41	38		12 47	
1 08		458.4	P	CASTON 7.9	456		34		12 42	
1 21		464.3		FOLSOM 4.3	464		23		12 31	
1 28		468.6	P	LEFLORE 8.8	469	34	11		12 25	
1 38		475.4		BENGAL 3.5	475		25		12 12	
1 59		478.9	P	COMPTON 4.7	479	20			12 05	
2 22		483.6	D	TALIHINA 6.7	484	60	96		11 55	
2 33		490.3		ALBION 5.4	490		28		11 40	
2 42		495.7	P	KIAMICHI 5.7	498		27		11 30	
2 55		501.4		TUSKAHOMA 5.3	501		36		11 20	
3 17		508.7	D	CLAYTON 7.5	507	32	38		10 50	
3 32		514.2	P	STANLEY 8.4	514		31		10 35	
3 52		522.6	P	DUNBAR 8.1	523	52			10 20	
4 07		530.7		KOSOMA 2.7	531		33		10 05	
		533.4	P	MOYERS 8.2	533		5			
4 52		541.6	D	ANTLERS 7.1	542	34	48		9 50	
5 07		548.7		HAMDEN 7.6	549	30			9 35	
5 22		556.2		GOOD 2.8	556		28		9 25	
5 52		559.0	D	HUGO 0.3	559	YA	RD	ORGT YCB	9 20	
		559.3		ARKINDA S. DIV. CRS. 4.7		GATE				
6 02		564.0		GRANT, OKLA. 4.8	564		22		8 55	
		568.8	P	RED RIVER, TEXAS. 0.3						
6 12		569.1		ARTHUR CITY 4.2	569	44	9		8 45	
6 22		573.3		POWDERLY 2.3	573		22		8 35	
6 32		575.6		CAMP MAXEY 8.2	576		10		8 30	
7 00 P M		583.8	D	PARIS (188.4) (188.9)	584	YA	RD	T CB	8 15 A M	
Arrive Mon. Wed., Fri.									Leave Tues., Thurs., Sat.	
731									732	

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

WESTWARD

CENTRAL DIVISION — ARKINDA SUBDIVISION

EASTWARD

	SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
	735	736					Siding	Other		735	736
	Leave Daily	Arrive Daily									
	A M 8 00		679.6	D	HOPE	W680	YARD	CB RY		P M 7 00	
			679.5		MO. P. CROSSING		GATE				
	8 25		671.4		POWERS	W671		31		5 30	
	8 45		666.3		McNAB	W666		35		5 10	
	9 00		659.4		ORTON	W659		41		4 55	
	9 15		653.4		LONG	W653		31		4 40	
			647.6		G. N. & A. CROSSING		GATE				
	9 35		647.4	D	ASHDOWN	W647	41	97		4 20	
			647.0		K. C. S. CROSSING		Interlocking				
	10 00		638.1		ARDEN	W638		20		3 55	
	10 20		631.4	D	FOREMAN	W631		58		3 35	
	10 40		625.2		ARKINDA, ARK.	W625	33	55		3 15	
	11 00		618.1		BOKHOMA, OKLA.	W618		39		2 55	
	11 10		613.6		HAWORTH	W614		48		2 45	
	11 20		609.7		KULLI	W610		10		2 35	
	11 40 P M		602.1	D	IDABEL	W602	40	152		2 15	
	12 05		593.7		GARVIN	W594		26		1 50	
	12 15		589.2		MILLERTON	W589		28		1 40	
	12 30		584.3	D	VALLIANT	W584	58	85	Y	1 30	
	1 05 ⁷³⁶		574.3		FORT TOWSON	W574	32	22		1 05 ⁷³⁶	
	1 25		567.5		SAWYER	W568		32		12 50	
			569.3		ARTHUR S.-DIV. CROSS.		GATE				
	2 30 P M		559.0	D	HUGO	559	YARD	RGO TYC B		12 30 P M	
	Arrive Daily				(120.6)					Leave Daily	
	735									736	

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

MANSFIELD BRANCH — ARTHUR SUBDIVISION
SOUTHWARD NORTHWARD

BENTONVILLE BRANCH — FT. SMITH SUBDIVISION
WESTWARD EASTWARD

Service Rendered By Extras	Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
		428.3	JENSON	429	37	97	Y	
D		431.0	HACKETT	B431		423		
		431.4	M. V. CROSSING			GATE		
		438.7	MONTREAL	B439		301		
		440.2	MIDLAND	B440		59		
		444.0	CENTRAL	B444		YARD		
			(14.7)					

Service Rendered By Extras	Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
					Siding	Other		
	D	332.7	ROGERS	333		YARD		
		332.0	BENTONVILLE BR. JCT.				Y	
D		337.7	BENTONVILLE	B338		97		
			(6.4)					

WESTWARD

CENTRAL DIVISION — ARDMORE SUBDIVISION

EASTWARD

	SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	
		735					Siding	Other		736	
	Leave Daily	Miles							Arrive Daily		
	P M 11 30 A M	559.0	D		HUGO	559	YA	RD	OGRT YCB	A M 11 00	
	12 01	570.2			11.2 SOPER	V570		34		10 05	
	12 10	573.1			2.9 JASPER	V573		31		9 55	
	12 25	580.1			7.0 BOSWELL	V580	31	33		9 35	
	12 50	590.4			10.3 BENNINGTON	V590		40		9 10	
	1 05	596.8			6.4 BOKCHITO	V597		31		8 55	
	1 25	604.4			7.6 PIRTLE	V604		39		8 35	
		610.9			8.5 K. O. & G. CROSSING			Interlocking			
		611.0			0.1 M.-K.-T. CROSSING			Interlocking			
	1 50	611.0	D		0.0 DURANT	V611	40	95		8 10	
	2 10	619.0			8.0 MEAD	V619	44	13		7 40	
	2 25	623.7		Red River Div.	LAKESIDE	E620				7 30	
	A M	633.3			9.6 KINGSTON	E610				A M	
	3 30 A M	640.5	2S		7.2 MADILL	E603	YA	RD	R YCB	7 00 A M	
Service between Madill and Ardmore rendered by extras		640.6			0.1 ARDMORE JUNCTION					Service between Madill and Ardmore rendered by extras	
		649.1			8.5 SIMPSON	V649		18			
		665.0	D		15.9 ARDMORE	V665	YA	RD	CB		
	Arrive Daily				(106.0)					Leave Daily	
	735									736	

Eastward trains are superior to westward trains of the same class, except No. 735 is superior to No. 736.

5. OTHER SPEED RESTRICTIONS (Continued).

MPH

Movement of Frisco derricks (wreckers) is authorized as follows:

Trains Handling:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:

*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

Ft. Smith and Arthur Subdivisions..... 25
 Arkinda and Ardmore Subdivisions 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, Dumpsters, 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:

Ft. Smith and Arthur Subdivisions..... 25
 Arkinda and Ardmore Subdivisions 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.

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
Ft. Smith Subdiv., Monett to Ft. Smith.....	25	20	20
*Except over Bridges 388.8 and 410.6.....	25	10	10
Bentonville Branch, Rogers to Bentonville.....	15	No	No
Arthur Subdiv., Ft. Smith to Paris.....	25	No	No
Mansfield Branch.....	15	No	No
Arkinda Subdiv., Hope to Hugo.....	20	No	No
*Ardmore Subdiv., Hugo to Madill.....	20	10	10
Madill to Ardmore.....	20	No	No

*Note: Over following bridges separate 160 and 250 ton derricks from engine by cars not exceeding 100,000 pounds gross weight:

Bridge 388.8—2 cars.
 Bridge 410.6—5 cars.
 Bridge V-573.1—4 cars.
 Bridge V-595.3 and V-602.6—3 cars.

	MPH
Triple loads on curves except where further restricted:	
Ft. Smith and Arthur Subdivisions.....	35
Arkinda and Ardmore Subdivisions.....	25
Branch Lines.....	20
Special type ore cars less than 24 ft. in length except where further restricted:	
Loaded.....	25
Empty.....	35

6. SWITCH LIGHTS.

No switch lights Mansfield Branch, Bentonville Branch and Paris Yard.

7. BLOCK SIGNALS.

A. B. S. MP 374-35 to MP 380-34
A. B. S. MP 410-21 to MP 411 (Rule 510(a))
A. B. S. MP 427-21 to MP 428-16 (Rule 510(a))

"TRAIN MEET" SIGN" opposite south end of siding Schaberg. Northward train holding main track to meet southward train not pass this sign until opposing train reaches switch.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.**LOCATION OF SPRING SWITCHES**

LAKESIDE.....Switch entering Red River
Division Main track.
MONETT, MP 282-0.....Switch entering heating plant
spur off south main track.

9. INTERLOCKINGS.**AUTOMATIC (Rules 663 and 664).**

Mo. Pacific crossing, mile 410.4.

K. C. S. crossing, mile 443.6

T. & N. O. crossing, Paris.

*K. O. & G crossing, mile V-610.9.

*M. K. T. crossing, mile V-611.0.

K. C. S. crossing, mile W-647.0.

*K. O. & G. and M. K. T. interlocking equipped with a special push-button located at 9th Street MP V-611 plus 19 poles that may be operated to clear eastward home signal. If train does not occupy the 600 foot track section in approach to home signal within a period of 8 minutes after push-button operated, home signal will return to "STOP" and train must occupy the 600 foot track section or again operate the pushbutton to reclear the home signal. Time releases located on side of relay house at MKT-Frisco crossing and in instrument case near KO&G-Frisco crossing.

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

Mile	Intersecting Line	Normal Position
Fort Smith Subdivision:		
414.1	F. S. S. R. R.	Against F. S. S. R. R.
Arthur Subdivision:		
416.7	K. C. S. Ry.	Against K. C. S. Ry.
431.7	M. V. Ry.	Against M. V. Ry.
453.0	C. R. I. P. Ry.	Against S. L.-S. F. Ry.
559.3	Arkinda Subdivision	Against Arthur Subdivision
Mansfield Branch:		
B-431.4	M. V. Ry.	Against M. V. Ry.
Arkinda Subdivision:		
559.3	Arthur Subdivision	Against Arthur Subdivision
W-647.5	G. N. & A. Ry.	Against G. N. & A. Ry.
W-679.5	Mo. Pac. Ry.	Against S. L.-S. F. Ry.

11. LOCATION OF YARD LIMITS.

Monett	Ft. Smith	Ardmore
Seligman	Jenson	Madill
Rogers	Mansfield Branch	Valliant
Bentonville Branch	Rock Island	Idabel
Springdale	Poteau	Arkco to Foreman
Efay to Fayette Jct.	Hugo	Ashdown
Van Buren	Paris	Hope

12. DRAWBRIDGES.

Mile W-660.4 Arkinda Subdivision. Little River

13. AUXILIARY LINES (Rule 14, Example W and X).

Monett—Central Division. Madill—Central Division.
Rogers—Bentonville Branch. Lakeside—Central Division.
Jenson—Mansfield Branch.
Hugo—Arkinda and Ardmore Subdivisions.

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

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

MAKE UP OF ENGINES.

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—3 RD-SW units—1 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—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.

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.

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

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

(Continued).

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

15. GENERAL INSTRUCTIONS.

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

Rule 17(b) amended:

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

Rule 17(d) amended:

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

Rule 27, note amended:

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

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

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

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

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

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

During hail storm, when handling automobiles in TOFC service, reduce speed to 10 MPH until storm is over.

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

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

15. GENERAL INSTRUCTIONS (Continued).

CONELRAD WARNING SYSTEM

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

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 cars from rolling out.

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

Train men must not release hand brakes in Monett, until engine is attached and train line charged.

Automatic public crossing signals equipped with automatic cut off feature at following crossings: (Rule 103(a)).

- Seligman, Highway DD, Southward movements.
- Springdale, Emma Ave., Southward movements.
- Fayetteville, North St., Northward movements.
- Fayetteville, Dickson St., Southward movements.
- Ft. Smith, North I St.
- Ft. Smith, Garrison Ave., Depot Track, Northward movements.
- Hugo, Jackson St., Southward movements.
- Hugo, Main St., Southward Movements.
- Durant, Second St.

Ft. Smith movements over "I", "E", "D", "C", "A" Streets and Garrison Ave. on other than main track must be protected from ground position unless signals are operating.

Movements over the following public crossings will be protected by member of crew, from ground position and in addition at night display lighted fusee on each side of track:

- Rogers, three crossings, highway 62.
- Bentonville, highway 71.
- Fayette Jct., highway 71.
- Fayetteville, PG track, highway 62.
- Fenn, highway 45.
- Curtin, highway 70.
- Arkco Spur, highway 32.
- Hope, 3rd St.
- Paris, Bonham St.

TRACK RESTRICTIONS.

Van Buren, do not use engine beyond street crossing, Spencer Spur.

Idabel, do not use Oil Mill Track east of seed house.

Rogers, Daisy Spur, do not drop or kick cars into spur track. Trainmen must work on east side of track and not ride cars entering building. Cars not spotted will be left north of derail.

17. TONNAGE RATING OF ENGINES BY CLASSES.

SOUTHWARD AND WESTWARD

TONNAGE CLASS OF ENGINES	11	13	21	26	27	34	42	50
Monett to Purdy.....			1130	750	1270	1130	1700	1985
Purdy to Brentwood.....	385	450	1230	815	1385	1230	1850	2160
Brentwood to Schaberg.....			1130	750	1270	1130	1700	1985
Schaberg to Ball.....			2660	1770	2990	2660	4000	4680
Ball to North Yard.....			2330	1550	2630	2330	3500	4095
North Yard to Jenson.....			1215	805	1365	1215	1825	2135
Jenson to Caston.....			1500	1000	1685	1500	2250	2630
Caston to Bengal.....			1400	930	1575	1400	2100	2455
Bengal to Compton.....			619	405	690	615	925	1080
Compton to Hugo.....			1330	865	1495	1300	2000	2340
Hugo to Arthur City.....			1665	1105	1870	1665	2500	2925
Arthur City to Paris.....			1215	805	1365	1215	1825	2135
Rogers to Bentonville.....	1000	1150	2665	1770	3000	2665	4000	4680
Mansfield Branch.....			1830	1215	2055	1830	2750	3215
Hope to Hugo.....			2000	1330	2250	2000	3000	4095
Hugo to Mead.....			1690	1125	1900	1690	2550	2980
Mead to Madill.....			1490	990	1860	1490	2250	2630
Madill to Ardmore.....			1450	965	1630	1450	2175	2540

NORTHWARD AND EASTWARD

TONNAGE CLASS OF ENGINES	11	13	21	26	27	34	42	50
Paris to Arthur City.....			1530	1015	1715	1530	2300	2690
Arthur City to Hugo.....			1765	1175	1985	1765	2650	3000
Hugo to Antlers.....			1215	805	1365	1215	1825	2135
Antlers to Talihina.....			1330	885	1495	1330	2000	2340
Talihina to Compton.....			800	530	900	800	1200	1400
Compton to Caston.....			1330	885	1495	1330	2000	2340
Caston to Jenson.....			1850	1230	2080	1850	2775	3245
Jenson to Bonanza.....			1565	1040	1760	1565	2350	2745
Bonanza to North Yard.....			2165	1440	2435	2165	3250	3800
North Yard to Rudy.....			1165	775	1310	1165	1750	2045
Rudy to Schaberg.....			1065	705	1195	1065	1600	1870
Schaberg to Winslow.....			530	350	595	530	800	935
Winslow to Fayette Jct.....			2660	1770	2990	2660	4000	4680
Fayette Jct. to Springdale.....	385	450	1100	730	1235	1100	1650	1930
Springdale to Avoca.....	385	450	1265	840	1430	1265	1900	2220
Avoca to Seligman.....			1065	705	1195	1065	1600	1870
Seligman to Exeter.....			1150	765	1280	1150	1725	2015
Exeter to Monett.....			2130	1415	2395	2130	3200	3740
Bentonville to Rogers.....	335	390	1000	665	1125	1000	1500	1755
Mansfield Branch.....			1830	1215	2065	1830	2750	3215
Ardmore to Madill.....			1450	965	1630	1450	2175	2540
Madill to Mead.....			1565	1040	1750	1565	2350	2745
Mead to Hugo.....			1690	1125	1900	1690	2550	2980
Hugo to Hope.....			1765	1175	1985	1765	2650	3100

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Arthur Subdivision:	Mile	Car Capacity	Station Number	End Connection
Ruge.....	419.1	2	419	South
Fenn.....	420.4	113	420	South
Smacker.....	448.3	175	448	Wye
Yerby.....	449.3	49	450	North
Speer.....	551.1	Platform	551	
Betner.....	582.8	104	583	North
Ardmore Subdivision:				
Forney.....	565.5	10	V-566	East
Arkinda Subdivision:				
Red Bluff.....	657.4	7	W-657	West
Arkco.....	629.5	2.8 Miles	W-629	West
Log Spur.....	622.7	12	W-623	West
America.....	620.0	9	W-620	East
Curtin.....	598.1	20	W-598	East
Mansfield Branch:				
No. 14.....	443.0	7	B-443	South

18. (BLANK).

19. (BLANK).

20. PERMISSIBLE LOAD LIMIT.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Monett to Paris.....	210,000 lbs.	53
Bentonville Branch.....	210,000 lbs.	53
Mansfield Branch.....	210,000 lbs.	53
Arkinda Subdivision.....	210,000 lbs.	45
Hugo to Lakeside.....	210,000 lbs.	53.8
Madill to Ardmore.....	210,000 lbs.	42.4

21. LIST OF TIME INSPECTORS.

L. S. Bauman, Pres., Amer. R. R. Time Service Co.,	St. Louis, Mo.
John Fink Jewelry Co.....	701 Garrison Ave., Ft. Smith, Ark.
Pat Malone Jewelry Co.....	921 Garrison Ave., Ft. Smith, Ark.
Dunlavy Jewelry Co.....	Springdale, Ark.
Beebe's Jewelry.....	8 East Central St., Fayetteville, Ark.
A. M. Irwin.....	1447 Old Wire Road, Fayetteville, Ark.
Toll Dickenson.....	Madill, Okla.
Ross E. Shadel.....	Monett, Mo.
Standard Jewelry Co.....	Muskogee, Okla.
C. H. Davidson Jewelry Co.....	Hugo, Okla.
E. P. Stewart.....	Hope, Ark.
M. V. Larsen.....	Ardmore, Okla.
Stanley Riggs.....	Paris, Texas
J. F. Mills Jewelry Co.....	Ashdown, Ark.
Gammon Jewelry Co.....	326 E. Commercial St., Springfield, Mo.
Hocklander Jewelry.....	South at Walnut, Springfield, Mo.

16. CLASSIFICATION OF ENGINES.

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

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

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

**ALERT TODAY . . .
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Coach & Mail	61		82	"	359	69	
"	62—64		83	"	360	68	
"	65		79	"	362—365	72	
"	67		83	"	366	73	
Coach, Mail & Baggage	82—83		84	"	367	74	
Baggage	101		79	"	368	71	
"	106		78	"	369	66	
"	134		78	"	370	73	
"	135		78	"	371	75	
Coach & Baggage	189—193		81	"	372	74	
"	194		68	"	373—374	76	
"	195		75	"	375	70	
Mail & Baggage	201		68	"	376	73	
"	202—204		71	"	378—379	76	
"	205		68	"	380—390	67	
"	206 & 208		71	"	393	58	
"	209		72	"	394	65	
"	210—212		70	"	395	66	
"	214		68	"	412	68	
"	216		69	"	425—439	69	
"	217		73	"	440	75	
"	218—225		71	"	441—443	66	
"	251—252		55	"	450—451	38	
Baggage	304		66	Non-working Baggage	452—464	34	102
"	306 & 309		61	Box-Express	465—469	23	100
"	312		67	Refrig.	492	52	99
"	315		62	Dining Car	638		73
"	322		59	"	640		84
"	325		61	"	641		80
"	331 & 333		61	"	650		82
"	336		69	"	650		79
"	337 & 339		70	Coach	751—757	75	81
"	341		76	"	759		81
"	342		70	"	761		84
"	343		71	"	762		81
"	344		73	"	765—770		82
"	346		70	"	771		81
"	348		69	"	772—775		81
"	349		61	Coach	1052		81
				"	1053—1060		84
				"	1061	74	83
				"	1062		82
				"	1063—1064		81
				"	1065—1066	74	83
				"	1067		77
				"	1068		84
				"	1069—1074		81
				"	1078		81
				Coach	1079—1080		79
				"	1081—1085		
				Coach-Bunk	1091		

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096		64	Coach-Lge.-Buffet	1650—1652		65
Coach	1102 & 1103		81	Postal	2041 & 2043		58
"	1107—1108		82	"	2045		69
"	1203		82	"	2049		74
"	1206		79	"	2050		65
"	1207—1208		82	Storage Mail	2054		60
"	1209—1212		78	De Luxe Coach			
"	1213—1214		82	"	Wichita		83
"	1250—1258		64	"	Enid		90
"	1259		68	"	Ft. Smith		87
Sleeper-Observation				"	Okmulgee		80
Lounge	1350		66	"	Joplin		82
"	1401—1402		101	Lounge-Diner			
Sleeper	1450—1466		69	"	Kan. City		104
Cafe-Lounge	1503		105	"	Birm'ham		103
"	1506		109	"	Memphis		103
Diner-Lounge				Business Car.	Saint Louis		94
Observation	1550 & 1551		68	"	S. Francisco		115
Buffet	1601—1605		85	"	Tennessee		109
"	1607		90	"	Missouri		107
Buffet-Lge.	Glendale		89	"	Springfield		109
				"	Alabama		106
				"	Oklahoma		110
				"	Kansas		105

23. TABLE OF SPEEDS.

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

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

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

(Converted Derrick)

* Diesel Electric.