

## SURGEONS

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

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

Vencel W. Hollo, M. D.	Chief Surgeon
James P. Murphy, M. D.	Physician-in-Charge
Daniel L. Sexton, M. D.	Physician-in-Charge
Harry A. Wittler, M. D.	Attending Surgeon
John J. Keenoy, M. D.	Attending Surgeon
Arthur I. Auer, 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
Gus J. Furla, M. D.	Dispensary Surgeon
Norman C. Miller, M. D.	Dispensary Surgeon
A. G. Boldizar, M. D.	Oculist

### SPRINGFIELD, MISSOURI

H. A. Lowe, Jr., M. D.	Surgeon-in-Charge
Peter H'Doubler, M. D.	Consulting Surgeon
Carle H. Schroff, M. D.	Associate Division Surgeon
D. E. Menchetti, M. D.	Associate Division Surgeon
John W. Williams, M. D.	Oculist
R. B. Stewart, M. D.	Oculist

R. T. Dabbs, M. D. (L) Aberdeen	J. Don Johnson, M. D. (DE) Memphis
Richard S. Hollis, M. D. (AS) Amory	James E. Wilson, M. D. (O) Memphis
Edwin E. Blalock, M. D. (ADS) Amory	R. A. Smith, M. D. (LE) Monroeville
Wm. T. Oakes, M. D. (ADS) Amory	S. M. Sarno, M. D. (L) Morehouse
John A. Murfee, M. D. (DE) Amory	R. E. Shands, M. D. (LE) New Albany
W. H. Stockton, M. D. (DE) Amory	L. D. Massey, M. D. (LE) Osceola
Robert K. Wilson, M. D. (L) Aliceville	G. W. Husted, M. D. (L) Parma
B. C. Maxwell, M. D. (L) Atmore	C. J. Heinberg, M. D. (O) Pensacola
Wood S. Herren, M. D. (DI) Birmingham	S. G. Kennedy, Jr., M. D. (DE) Pensacola
William S. Armour, M. D. (CI) Birmingham	C. E. Miller, M. D. (LE) Pensacola
David A. McCoy, M. D. (O) Birmingham	James F. Fairchild, M. D. (L) Perryville
H. J. Smith, Jr., M. D. (DE) Birmingham	Alfred E. McDermatt, M. D. (L) Perryville
A. W. Davidson, M. D. (LE) Bessemer	W. E. Hamil, M. D. (L) Pochahontas
Lemly L. Hubener, M. D. (LE) Blytheville	Cyril A. Post, M. D. (LE) Poplar Bluff
James T. Payne, M. D. (L) Blytheville	Robert S. Smith, M. D. (L) Portagerville
D. R. Moore, M. D. (DE) Byhalia	M. V. Green, M. D. (L) Potts Camp
Frank W. Hall, M. D. (LE) C. Girardeau	J. F. Lutkewitte, M. D. (L) Ste. Genevieve
R. A. Ritter, M. D. (L) C. Girardeau	W. J. Ferguson, M. D. (CS) Sikeston
G. W. Keith, M. D. (L) Carbon Hill	C. G. Popp, M. D. (CI) Sikeston
W. R. McCoy, M. D. (L) Caruthersville	W. H. Wright, M. D. (L) Sulligent
W. O. Finney, M. D. (DE) Chaffee	A. J. Stacy, Jr., M. D. (L) Tupelo
Robert E. Tribble, M. D. (DE) Chaffee	H. J. Kellum, Sr., M. D. (O) Tupelo
J. H. Hoffmann, M. D. (LE) Columbus	Malcolm S. Moore, M. D. (L) Tupelo
George H. Weaver, M. D. (L) Cordova	Ora Nell Moore, M. D. (CS) Tupelo
F. S. Whitfield, Jr., M. D. (L) Demopolis	H. J. Kellum, Jr., M. D. (CI) Tupelo
Bertram Bolgar, M. D. (L) Festus	W. C. Kellum, M. D. (CS) Tupelo
Boyce L. Hanks, M. D. (L) Frisco City	A. S. Kellum, M. D. (CS) Tupelo
Thomas E. Merritt, M. D. (L) Graysville	Ralph Joseph, M. D. (L) Walnut Ridge
R. C. Christopher, M. D. (L) Gulin	J. J. Whittington, III, M. D. (L) Walnut Ridge
J. D. Caldwell, M. D. (DE) Hayti	N. B. Ellis, M. D. (L) Wilson
W. D. Bryant, M. D. (DE) Hayti	E. W. Couch, M. D. (L) Winfield
H. S. Phillips, M. D. (LE) Holly Springs	M. C. Hollis, M. D. (L) Winfield
A. C. Jackson, M. D. (L) Jasper	Theo. Fisher, M. D. (L) Wittenberg
Robert J. Schilt, M. D. (L) Jasper	
G. D. Wisdom, M. D. (DE) Jonesboro	
W. M. Douglass, M. D. (DE) Jonesboro	
Paul Baldwin, M. D. (LE) Kennett	
Walter Fudge, M. D. (L) Kimbrough	
T. N. Rodman, M. D. (L) Leachville	
G. N. R. Hensley, M. D. (L) Lilbourn	
Daniel R. Williams, M. D. (L) Linden	
T. H. Gaillard, M. D. (LE) Magnolia	
C. S. Williams, M. D. (L) Malden	
R. L. Purnell, M. D. (L) Marion	
E. A. Canada, M. D. (DE) Memphis	

- D—Division Surgeon
- L—Local Surgeon
- O—Oculist
- DE—Division Examining Surgeon
- ADE—Asst. Division Examining Surgeon
- LE—Local Examining Surgeon
- DI—Division Internist
- CI—Consulting Internist
- CS—Consulting Surgeon
- ADS—Associate Division Surgeon
- AS—Associate Surgeon

# St. Louis-San Francisco Railway Company

## SOUTHEAST DISTRICT River and Southern Divisions

# TIME TABLE No.

# 44

EFFECTIVE

**Sunday, September 1, 1963**

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.

## YOU ARE THE FRISCO

Each year YOU and other Frisco employees move approximately 29 million tons of freight. This figure represents literally hundreds of customers. Some of them you've met, or know personally, some you have never met but they know you for . . . YOU ARE THE FRISCO . . . and the opinion people have of you is the opinion they have of the company and the rest of its more than 9,000 employees.

Our Traffic Department plays an important role in helping to secure cars of freight. Radio and newspaper advertising also help. But the best advertisement any company can have is its satisfied customers who, through your efforts, have received safe, on time, courteous service and attention to their shipping needs.

It isn't just the big things but the total of all the little things and how and when they are done that cause people to decide what we really are. Every contact is important!

What Frisco does in the future is up to you for . . .

YOU ARE THE FRISCO!



General Manager

## OFFICERS

### DISTRICT OFFICERS

J. H. Brown.....	Asst. General Manager.....	Memphis
J. H. Hall.....	District Master Mechanic.....	Memphis
G. A. Montgomery.....	General Car Foreman.....	Memphis
R. D. White.....	District Engineer.....	Memphis
C. L. Lucas.....	Road Foreman of Equip.....	Birmingham
M. M. Brower.....	Road Foreman of Equip.....	Memphis
R. E. Carr.....	Safety Supervisor.....	Memphis

### DIVISION AND TERMINAL OFFICERS

#### River Division

J. C. Cowles.....	Superintendent.....	Chaffee
R. L. Buchanan.....	Trainmaster.....	Chaffee
J. A. Chronister.....	Chief Dispatcher.....	Chaffee

#### Southern Division

J. F. Christian.....	Superintendent.....	Amory
R. L. Akins.....	Trainmaster.....	Amory
G. F. Rieschmueller.....	Trainmaster.....	Aliceville
E. A. Osborne.....	Trainmaster.....	Pensacola
J. R. Kolb.....	Chief Dispatcher.....	Amory

#### St. Louis Terminal (Central District)

J. M. Godfrey.....	Superintendent.....	St. Louis
R. B. Davis.....	Trainmaster.....	St. Louis
R. J. Hasten.....	Trainmaster.....	St. Louis
R. W. Gudermuth.....	Asst. Trainmaster.....	St. Louis

#### Memphis Terminal

L. J. King.....	Superintendent.....	Memphis
K. E. Richardson.....	Trainmaster.....	Memphis
D. L. Patton.....	Trainmaster.....	Memphis
E. H. James.....	Trainmaster.....	Memphis
R. L. Lipscomb.....	Asst. Trainmaster-Genl. Agt.....	Memphis

#### Birmingham Terminal

T. D. Wages.....	Superintendent.....	Birmingham
S. E. Zielmann.....	Trainmaster.....	Birmingham
E. Gaines, Jr.....	Trainmaster.....	Birmingham
E. E. Keeton.....	Asst. Trainmaster.....	Birmingham

### ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

No. 105 will stop on signal at Holly Springs, Sulligent and Carbon Hill to discharge revenue passengers from Memphis and beyond and receive revenue passengers for Birmingham and beyond.

No. 106 will stop on signal at Carbon Hill and Sulligent to discharge revenue passengers from Birmingham and beyond and receive revenue passengers for Memphis and beyond.

Nos. 107 and 108 will stop on signal at Greenwood Springs.

## 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 is displaying stop indication.

Southward trains will not require clearance at S. E. Jct.

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.

Trains finding light out in train order signal Cape Girardeau may proceed after securing clearance or on authority of dispatcher.

River Division trains will not require clearance at Turrell unless train order signal displaying stop indication.

Hoxie Subdivision trains will not require clearance at Nash.

Leachville Subdivision trains will not require clearance at Brooks Jct.

No. 851 on Monday and Thursday will assume schedule of No. 831 at Kennett and will not require clearance unless train order signal displaying stop indication.

No. 830 on Saturday will assume schedule of No. 850 at Kennett and will not require clearance unless train order signal displaying stop indication.

Trains will not require clearance at Leachville unless train order signal displaying stop indication.

No. 873 will not require clearance at Poplar Bluff unless train order signal displaying stop indication.

No lights in train order signals Hoxie, Leachville and Jonesboro Subdivisions.

Tennessee Yard is register station for originating or terminating trains only.

Extra trains and sections of trains will be authorized by clearance at Birmingham.

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

St. Louis Subdivision trains will use tracks of Eastern Division between S. E. Jct. and St. Louis, and will be governed by Eastern Division time table and Instructions.

Time shown at St. Louis, Tower Grove and Lindenwood for St. Louis Subdivision trains is for information only.

M-I trains will use SL-SF track between Ste. Genevieve and Rockview and will be governed by SL-SF Time Table, Rules and Instructions.

Chaffee Subdivision trains will use track of Northern Division between Turrell and Tennessee Yard, and be governed by Northern Division time table and Instructions.

Time shown at Memphis and Tennessee Yard for Chaffee Subdivision trains is for information only.

Jonesboro Subdivision trains will use tracks of Northern Division between Nettleton and Jonesboro, and will be governed by Northern Division time table and Instructions.

Hoxie Subdivision trains using Northern Division main track, Hoxie, will be governed by Northern Division time table and Instructions.

Time shown at Chaffee for Hoxie Subdivision trains is for information only.

Illinois Central trains will use main track between south siding switch at Tours and north storage track switch at Holly Springs.

Trains will use Southern Railway tracks between 10th Avenue and Birmingham Terminal Station and be governed by rules and instructions of that line.

AT&N trains will use main track between MP R-679-23 and MP R-680-2 Aliceville and Frisco house track.

Southern Railway trains will use main track between south wye switch and Southern Railway interchange track switch Demopolis.

Southern Railway trains will use main track between yard limit boards Kimbrough.

### 3. MAXIMUM SPEED.

	MPH	
	Psg.	Freight
St. Louis Subdivisions .....	60	50
Chaffee Subdivisions .....	60	50
Hoxie Subdivision .....	25	25
Leachville Subdivision .....	25	25
<b>Jonesboro Subdivision:</b>		
Between Armorel and Blytheville .....	15	15
Blytheville and Nettleton .....	25	25
Wilson Jct. and Wilson .....	15	15
Between Memphis and Winfield .....	70	50
Except regular connections of trains 131, 133, 135 and 138 .....		55
Between Winfield and MP C-661 .....	65	50
Except regular connections of trains 131, 133, 135 and 138 .....		55
Between MP C-661 and MP C-675 .....	45	45
Between MP C-675 and Cordova .....	65	50
Except regular connections of trains 131, 133, 135 and 138 .....		55
Between Cordova and Birmingham .....	65	50
<b>Columbus and Pensacola Subdivisions</b>		
Between Amory and MP R-647 .....	45	45
MP R-647 .....	40	40
R-680 .....	45	45
R-750 .....	30	30
R-759 .....	45	45
R-765 .....	40	40
R-799 .....	45	45
R-799 and Pensacola .....	45	45
<b>Empire and Bessemer Branches.....</b>	20	20
<b>Brilliant Branch</b> { Tangent track .....	25	25
{ Curves .....	20	20

### 4. SPEED RESTRICTIONS.

#### St. Louis Subdivision:

Through interlocking, S. E. Jct. ....	15	15
Curves between MP T- 8-5 and MP T- 8-21.....	40	40
Southward trains MP T-10-19 to MP T-10-34.....	50	
Curves between MP T-12-30 and MP T-13-8 .....	45	45
T-13-11 .....	55	
T-21-28 .....	55	
T-26-34 .....	55	
T-30-15 .....	55	
T-35-23 .....	55	
T-38-30 .....	40	40
Festus, between MP T-38-29 and MP T-39-1 until engine through these limits.....	30	30
Curves between MP T-40-3 and MP T-40-32.....	55	
T-44-27 .....	55	
T-57-9 .....	55	
T-59 .....	55	
T-62-27 .....	55	
T-64-35 .....	55	
Ste. Genevieve, until engine over two street crossings, MP T-65-4 and MP T-65-8.....	30	30
Curves between MP T-70-3 and MP T-70-12.....	55	
St. Marys, until engine over crossing, MP T-73-35.....	35	35
Curves between MP T- 83-13 and MP T- 83-20.....	55	
T- 88-9 .....	55	
T- 91-11 .....	55	
T- 91-20 .....	50	
T-100-12 .....	55	
Wittenberg, between MP T-103-20 and MP T-103-29, until engine through these limits .....	25	25
Curves between MP T-103-29 and MP T-105-31.....	55	
T-109-21 .....	55	
T-118-11 .....	55	
T-119-9 .....	50	
T-125-10 .....	55	
T-128-37 .....	55	
T-130-30 .....	45	45
Cape Girardeau, between MP T-130-28 and MP T-131-30 .....	20	20

### 4. SPEED RESTRICTIONS (Continued).

	SOUTHEAST MPH	
	Psg.	Freight
Curves between MP T-131-38 and MP T-132-7.....	45	45
First class trains move at restricted speed between MP T-142-15 and MP T-144-25, Chaffee, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Chaffee Subdivision:</b>		
First class trains move at restricted speed between MP T-142-15 and MP T-144-25, Chaffee, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Mile T-150, interlocking, until engine over crossing.....	20	20
Brooks Jct., through turnouts both ends of siding.....	25	25
Sikeston, between MP T-165-10 and MP T-165-32, until engine through these limits .....	20	20
Kewanee, through turnouts both ends of siding.....	25	25
Lilbourn, between MP T-185-15 and MP T-186-20, until engine through these limits.....	20	20
Portageville, between MP T-198-14 and MP T-199-6, until engine through these limits.....	20	20
Hayti, between MP T-212-15 and MP T-213-15, until engine through these limits .....	20	20
Mile T-216.4, over crossing .....	50	45
Blytheville, between MP T-236-9 and MP T-237-19, until engine through these limits.....	20	20
Osceola, between MP T-253-2 and MP T-254-8, until engine through these limits .....	20	20
Wilson, between MP T-264-7 and MP T-264-15, until engine through these limits.....	20	20
Wilson, through turnouts both ends of siding.....	25	25
Turrell, through turnouts both ends of siding.....	25	25
<b>Hoxie Subdivision:</b>		
Between MP TA-161-2 and MP TA-162-6 .....	15	15
TA-184-27 .....	15	15
TA-187-29 .....	15	15
TA-194-24 .....	10	10
TA-185-10.....	15	15
TA-189-10.....	15	15
TA-195-2 .....	10	10
<b>Leachville Subdivision:</b>		
Between MP TE-204-12 and MP TE-204-13, until engine through these limits .....	5	5
Between MP TE-224-28 and MP TE-224-29, until engine through these limits .....	15	15
Between MP TE-239-26 and MP TE-239-27, until engine through these limits .....	15	15
<b>Leachville Subdivision—Malden Branch:</b>		
Between MP TK-212-5 and MP TK-212-8, until engine through these limits .....	5	5
<b>Leachville Subdivision—Caruthersville Branch:</b>		
Kennett, both legs of Wye.....	10	10
Hayti, both legs of Wye .....	10	10
Hayti, until engine over Highway 84, MP TX-212-36..	10	10
Caruthersville, between MP TX-219 and MP TX-221-3 .....	10	10
<b>Jonesboro Subdivision:</b>		
Blytheville, until engine over Highway 61 MP TJ-238-11 and Highway 18 MP TJ-238-26.....	5	5
Between MP TJ-255 and MP TJ-261 .....	15	15
Between MP TJ-275-29 and MP TJ-276-3.....	10	10
Between MP TJ-278 and MP TJ-281 .....	15	15
<b>Tupelo Subdivision:</b>		
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, on curves Central Station tracks.....	15	15
Memphis, through Union Station interlocking.....	8	8

(Continued on page 16)

**SOUTHWARD**

**RIVER DIVISION — ST. LOUIS SUBDIVISION**

**NORTHWARD**

THIRD CLASS		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	THIRD CLASS	
843	81	835	807					Miles	Stiding		Other	808	836	842
Local	M. I. Freight		The Sunnyland					The Sunnyland		Local	M. I. Freight			
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			
			AM 8 40	0.0	DN	ST. LOUIS	1			CB	PM 8 20			
			8 50	3.3		TOWER GROVE	3	YA	RD		8 30			
AM 5 00		PM 9 30	AM 9 00	7.1	DN	LINDENWOOD	7A	YA	RD	CB OTRG	PM 2 56	8 00 AM 7 50	1 40 PM 1 20	
AM 5 05		PM 9 33	9 05	7.3		S. E. JCT.		Interlocking			2 51	7 44	1 05	
5 12		9 40		11.0	D	GRAVOIS	T 11	62	46					
				13.2	P	ALPHA	T 13		84					
5 40		9 53	9 17	20.8		TEN BROOK	T 21	64	27		2 41	7 31	12 35	
5 50		10 03	9 27	28.6	D	BARNHART	T 29	17	32		2 31	7 18	12 15	
5 58		10 11	9 36	34.9		HORINE	T 35	66			2 23	7 10	12 01	
6 08			9 43	38.9		FESTUS	T 39		57		2 17		11 45	
						P. P. G. CROSSING								
7 03 <sup>836</sup>		10 20	9 49	40.0	2S	CRYSTAL CITY	T 40	64	YARD		2 09	7 03 <sup>843</sup>	11 35	
7 25				44.6	D	SELMA	T 45		306				10 55	
7 35		10 29	9 59	46.8		RUSH TOWER	T 47	64	9		2 01	6 53	10 50	
			10 07	53.2		BRICKEYS	T 53		4		1 53			
8 45		10 42	10 12 <sup>842</sup>	56.6	P	CORAL	T 57	78			1 49	6 41	10 12 <sup>807</sup>	
				63.1		M. I. CROSSING	T 63	Interlocking						
9 15 <sup>842</sup>	AM 5 30	10 54	10 25	65.0	D	STE. GENEVIEVE	T 65	98	89		1 36	6 29	9 15 <sup>843</sup>	11 45
9 40	5 45	11 06	10 38	74.2	D	ST. MARYS	T 74	82	98		1 23	6 17	9 00	11 25
9 55	6 09 <sup>836</sup>	11 15	10 46	80.6	D	McBRIDE	T 81	86	42		1 16	6 09 <sup>81</sup>	8 45	11 15
10 10	6 22	11 25	10 56 <sup>82</sup>	88.2	D	MENFRO	T 88	95	22		1 07	5 59	8 30	10 56 <sup>807</sup>
10 25 <sup>82</sup>	6 32	11 35	11 06	95.4		SEVENTY-SIX	T 95	56	24		12 58	5 49	8 15	10 25 <sup>843</sup>
10 40	6 45	11 45	11 16	103.2	D	WITTENBERG	T103	62	19		12 48	5 39	8 05	10 05
			11 30	114.8		NEELYS	T115		13		12 33			
10 58	7 12	AM 12 02	11 31	115.4		BRAND	T116	54			12 32	5 12	7 50	9 44
11 08	7 35 <sup>842</sup>	12 11	11 39	122.1	P	BAINBRIDGE	T122	58	14		12 24	5 03	7 35 <sup>81</sup>	9 32
11 18	7 50	12 21	11 47	129.4	P	FREEZE	T129	85			12 15	4 53	7 15	9 20
			11 56	131.6	D	CAPE GIRARDEAU	T131	YA	RD	C	12 11			
PM 12 03 <sup>808</sup>	8 05	12 28	12 03 <sup>843</sup>	132.5		SHOPS		92	YARD	Y B	12 03 <sup>807</sup>	4 43	6 55	9 07
				133.1		MO. PAC. CROSS								
				134.0	P	MARQUETTE	T134	YA	RD					
12 30	8 20	12 38	12 10	139.2		NASH	T139			Y	11 56	4 33	6 40	8 55
						ST. L. S. W. CROSS.								
				141.8		ROCKVIEW	T142	Interlocking		Y				8 40 AM
1 00 PM	8 30 AM	12 50 AM	12 22 PM	143.6	2S	CHAFFEE	T144	YA	RD	CB OTRG	11 51 AM	4 25 AM	6 30 AM	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(136.3)					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
843	81	835	807								808	836	842	82

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

## SOUTHWARD

## RIVER DIVISION — CHAFFEE SUBDIVISION

## NORTHWARD

THIRD CLASS				SECOND CLASS	FIRST CLASS	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Crack, Bulletin	FIRST CLASS	SECOND CLASS	THIRD CLASS	
851 Local	833 Local	835	807 The Sunnyland							Siding	Other		808 The Sunnyland	836	834	850 Local
Leave Mon., Thurs.	Leave Daily Except Sat.	Leave Daily	Leave Daily	Miles				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Wed., Sat.					
AM 5 50	AM 5 30	AM 1 10	PM 12 30	143.6	2S	<b>CHAFFEE</b> 6.4	T144	YARD	OGR BTC	AM 11 43	AM 4 05	PM 3 01 PM	PM 2 45			
				150.0		MO. PAC. CROSSING 0.6										
			12 41	150.9	D	ORAN 4.2	T151	64	21		11 30					
6 40 AM			12 47	155.1		BROOKS JCT. 4.9	T165	132			11 24		1 00 PM			
			12 52	160.0		McMULLIN 5.6	T160		45		11 19					
						MO. PAC. CROSSING 0.0										
			1 07	165.9	D	SIKESTON 7.7	T166	68	YARD		11 08					
			1 17	173.6	D	MATTHEWS 6.0	T174	64	43		10 59					
			1 25	179.6		KEWANEE 6.1	T180	133	23		10 51					
			1 36	185.7	D	LILBOURN 0.0	T186		107		10 44					
						ST. L. S. W. CROSS. 0.5										
				186.2		ST. L. S. W. CROSS. 4.8										
			1 45	191.0	D	MARSTON 3.0	T191		50		10 34					
			1 50	194.0		CONRAN 4.9	T194	113	35		10 29					
			1 58	198.9	D	PORTAGEVILLE 7.4	T199	64	169		10 23					
			2 07	206.3		SWIFT 1.9	T206		35		10 14					
			2 09	208.2		NETHERLANDS 4.5	T208		12		10 12					
			2 14	212.7	2S	HAYTI 3.7	T213	92	YARD	BC GRY	10 05					
				216.4		ST. L. S. W. CROSS. 7.9										
			2 39	224.3	D	STEELE 3.0	T224	121	92		9 45					
			2 45	227.3		HOLLAND, MO. 9.0	T227		31		9 39					
			2 57	236.3		NORBLY, ARK. 0.8	T236	62			9 29					
			3 07	237.1	D	BLYTHEVILLE 7.3	T237	127	YARD	YBC	9 22					
			3 17	244.4		BURDETTE 4.6	T244	79	5		9 14					
			3 23	249.0	D	LUXORA 4.6	T249	60	144		9 07					
			3 34	263.6	D	OSCEOLA 7.1	T254		404		8 58					
			3 44	260.7		DRIVER 3.7	T261		16		8 47					
			3 53	264.4	D	WILSON 0.0	T264	127	YARD	Y	8 41					
						JONESBORO Subdiv. C. 2.4										
				266.8		DELPRO 2.8	T267		46							
			4 01	269.6		BASSETT 2.2	T269		24		8 35					
			4 05	271.8	D	JOINER 3.5	T272		28		8 30					
			4 11	275.3		FRENCHMAN'S BAYOU 7.8	T275		113		8 25					
	PM 4 00 PM	5 00 AM	4 20 PM 4 55 PM	283.1	DN	TURRELL, ARK. 22.2	C462	Interlocking 124 75	C	Y	8 15 AM 7 40 AM	12 30 AM	8 00 AM			
	5 30 PM	7 00 AM		305.3		MEMPHIS, TENN. 12.0	C484	YARD	BC			11 00 PM	6 00 AM			
				317.3		TENNESSEE YARD	C496	YARD	ORG BCT							
Arrive Mon., Thurs.	Arrive Daily Except Sat.	Arrive Daily	Arrive Daily			(139.5) (161.7) (173.7)					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Wed., Sat.		
851	833	835	807								808	836	834	850		

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

## SOUTHWARD

## RIVER DIVISION — LEACHVILLE SUBDIVISION

## NORTHWARD

THIRD CLASS	851 Local	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Creek, Bulletin	THIRD CLASS	850 Local
						Siding	Other			
	Leave Mon., Thurs.	Miles								PM 1 00
	AM 6 40	155.1		BROOKS JCT.	TE155					
	6 50	158.5		VANDUSER	TE168		35			12 40
	6 55	160.6		CROWDER	TE160	29				12 30
		168.5		MO. PAC. CROSSING						
	7 20	168.6	D	MOREHOUSE	TE169		176			12 01 PM
	7 36	174.9		CANALOU	TE175		34			11 40
	7 56	182.3		LA VALLE	TE182		4			11 15
	8 10	187.7	D	PARMA	TE188		52			11 00
				ST. L. S. W. CROSSING			GA TE			
	8 22	191.9	D	RISCO	TE192		19			10 30
		201.4		ST. L. S. W. CROSSING			GA TE			
	8 50	201.7	D	GIDEON	TE202		82			10 00
	9 50	204.4		CLARKTON	TE204		43	Y		9 25
	10 30	208.3		GIBSON	TE208	36				8 35
	10 38	210.8	D	HOLCOMB	TE211		39			8 25
	10 53	216.0		WHITE OAK	TE216		18			8 10
	11 10 AM	222.8	D	KENNETT	TE223	YARD		Y CB		7 50 AM
		231.9	D	SENATH	TE232		95			
		236.4		BUCODA	TE236		29			
		239.6	D	ARBYRD	TE240		37			
				ST. L. S. W. CROSSING			GA TE			
		243.2		ARKMO. MO.	TE243		15			
		247.5	D	LEACHVILLE, ARK.	TE248		104	Y		
	Arrive Mon., Thurs.			(92.4)						Leave Wed., Sat.
	851									850

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

CAMPBELL BRANCH — LEACHVILLE SUBDIVISION  
SOUTHWARDMALDEN BRANCH — LEACHVILLE SUBDIVISION  
SOUTHWARD

Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Creek, Bulletin	Service Rendered By Extras	Service Rendered By Extras
					Siding	Other			
	Miles								
	212.6	D	CAMPBELL	TZ213		52			
	208.4		GIBSON	TE208	36				
			(4.2)						
Service Rendered By Extras	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Creek, Bulletin	Service Rendered By Extras	Service Rendered By Extras
					Siding	Other			
	Miles								
	212.3	D	MALDEN	TK212		108			
	211.9		ST. L. S. W. CROSSING		GA TE				
	204.3		CLARKTON	TE204		43	Y		
			(8.0)						

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

**RIVER DIVISION  
CARUTHERSVILLE BRANCH — LEACHVILLE SUBDIVISION  
SOUTHWARD NORTHWARD**

THIRD CLASS <b>831</b> Local	Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS <b>830</b> Local
					Siding	Other		
Leave Mon., Thurs., Fri.	Miles							Arrive Tues., Fri., Sat.
<b>12 05</b> P M	230.5	D	KENNETT 8.0	TE223	YA	RD	YCB	<b>7 40</b> A M
	222.5		ST. L. S. W. CROSSING 0.4		GA	TE		
<b>12 35</b>	222.1		BRAGG CITY 4.8	TF222		27		<b>7 15</b>
<b>12 50</b>	217.3		PASCOLA 4.6	TF218	15	30		<b>7 00</b>
<b>1 05</b> P M Service between Hayti and Caruthersville rendered by extras	212.7	2S	HAYTI 7.1	T213	YA	RD	BC GRY	<b>6 50</b> A M Service between Hayti and Caruthersville rendered by extras
	219.8	D	CARUTHERSVILLE 1.0	TX220	YA	RD		
	220.8		ST. L. S. W. CROSSING		GA	TE		Leave Tues., Fri., Sat.
<b>831</b>			(25.9)					<b>830</b>

Northward trains are superior to southward trains of the same class except No. 831 is superior to No. 830.

**RIVER DIVISION — JONESBORO SUBDIVISION  
SOUTHWARD NORTHWARD**

**WILSON BRANCH — JONESBORO SUBDIVISION  
SOUTHWARD NORTHWARD**

Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock Bulletin
				Siding	Other	
Miles						
243.5		ARMOREL 6.4	TR244		12	
237.1	D	BLYTHEVILLE 1.6	T237	YARD	YCB	
238.7		ST. L. S. W. CROSSING 8.3				
247.0	D	DELL 1.4	TJ247		59	
248.4		WILSON JCT. 8.8	TJ248			Y
255.2	D	MANILA 6.6	TJ255		54	
		ST. L. S. W. CROSSING 0.0				
261.8	D	LEACHVILLE 6.0	TE248		104	Y
267.8	D	MONETTE 4.1	TJ267		83	
271.9		BLACK OAK 4.2	TJ271		38	
276.1	D	LAKE CITY 12.2	TJ276		48	
288.3	D	NETTLETON 3.8	C424	Interlocking	11	
292.1	2S	JONESBORO (57.6) (3.8)	C420	YA	RD	BCYR

Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock Bulletin
				Siding	Other	
Miles						
248.4		WILSON JCT. 12.9	TJ248		3	Y
261.3		KEISER 4.8	TW261		39	
265.9		MARIE 3.9	TW266		17	
269.8		CHAFFEE SUBDIV. C. 0.0		GA	TE	
269.8	D	WILSON (21.4)	T264	YA	RD	Y

Service rendered by extras.

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



SOUTHWARD

RIVER DIVISION — HOXIE SUBDIVISION

NORTHWARD

THIRD CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid- Clock, Bulletin	THIRD CLASS	
873 Local	875 Local					Siding	Other		876 Local	874 Local
Leave Wed., Sat.	Leave Tues., Fri.								Arrive Mon., Thurs.	Arrive Wed., Sat.
	A M 7 00	143.8	2S	CHAFFEE 4.4	T 144	YA	RD	OGR BTC	P M 2 50	
	A M 7 10	139.2		NASH 2.6	T 139			Y	P M 2 40	
	7 15	141.7		BLOMEYER 4.6	TA142		14		2 35	
	7 30	146.2		DELTA 0.0	TA146		40		2 20	
				MO. PAC. CROSSING 11.6						
	8 00	157.8	D	ADVANCE 3.1	TA158		68		1 50	
	8 10	160.9		BROWNWOOD 9.8	TA161		21		1 30	
	8 35	170.5		IDLEWILD 5.0	TA171		7		1 05	
	9 15	175.5	D	PUXICO 2.6	TA175	13	62		12 50	
	9 25	178.1		MINGO 8.0	TA178		28		12 40	
	9 50	186.1		ROMBAUER 8.3	TA186		36		12 15 P M	
		194.4		MO. PAC. CROSSING 0.7				GATE		
A M 11 40	10 40	185.1	D	POPLAR BLUFF 0.2	TA195			YARD	11 15	A M 11 30
				MO. PAC. CROSSING 7.3				GATE		
	P M 12 05	202.8		HARVIELL 9.9	TA203		19		10 30	10 30
	12 30	212.5		NAYLOR, MO. 0.0	TA213		9		10 01	10 01
				MO. PAC. CROSSING 11.2						
	1 00	223.7		SUCCESS, ARK. 4.4	TA224		30		9 30	9 30
	1 10	228.1		DATTO 2.5	TA228		19		9 15	9 15
	1 20	230.6	D	REYNO 3.6	TA231		37		9 05	9 05
	1 30	234.4	D	BIGGERS 10.6	TA234	22	32		8 55	8 55
	2 00	245.0	D	POCAHONTAS 10.6	TA245		118		8 30	8 30
	2 35	255.8		WALPORT 2.9	TA256		163		7 51	7 51
	2 45	258.7	D	WALNUT RIDGE 1.6	TA259		111		7 30	7 30
	2 55 P M	260.2	DN	HOXIE (121.0)	C398		47	RY BC	7 00 A M	7 00 A M
Arrive Wed., Sat.	Arrive Tues., Fri.								Leave Mon., Thurs.	Leave Wed., Sat.
873	875								876	874

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

## SOUTHWARD

## SOUTHERN DIVISION — TUPELO SUBDIVISION

SECOND CLASS				Distance from Kansas City	STATIONS	Communication Office	FIRST CLASS	
131	835	133	135				105 Kansas City- Florida Special	107 The Sunnyland
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily
				484.4	<b>MEMPHIS</b> (CENTRAL STATION)	DN	A M 10 40	P M 11 00
					0.6 MAIN STREET			
				485.9	2.0 UNION RY. CR.		10 46	11 06
				486.5	0.6 UNION RY. CR.			
				480.5	4.0 NONCO		10 56	11 16
				491.5	1.0 DEMO		10 57	11 17
P M 2 45	A M 11 10	A M 4 35	A M 1 00	496.4	4.9 <b>TENNESSEE YARD</b> TENN. (CAPLEVILLE)	DN	11 02	11 22
				501.7	5.3 OLIVE BRANCH. MISS.	D		11 31
				511.9	10.2 BYHALIA	D	11 16	11 47
				519.6	7.7 RED BANKS			11 57
				527.5	7.9 TOURS	P		
				528.3	0.8 I. C. CROSSING			
				528.6	0.3 HOLLY SPRINGS	D	11 34	A M 12 12
				541.0	12.4 POTTS CAMP	D	11 48	12 26
				548.2	7.2 HICKORY FLAT	D		12 35
				554.5	8.3 MYRTLE			12 44
				561.5	7.0 PECK			
				562.3	0.8 G. M. & O. CR.			
				562.3	0.0 NEW ALBANY	D	P M 12 11	12 57
				571.3	9.0 REESE	P	12 22	1 07
				577.3	6.0 SHERMAN	D		1 19
				581.7	4.4 BELDEN		12 32	1 28
				588.2	8.6 TUPELO	DN	12 45	2 07
				588.2	0.0 G. M. & O. CR.			
				592.0	3.8 PLANTERSVILLE		12 49	2 14
				600.3	8.3 NETTLETON	D		2 23
				602.7	2.4 ARJAY		12 58	2 33 <sup>108</sup>
5 45 P M	P M 3 40 P M	8 00 A M	5 00 A M	611.2	8.5 <b>AMORY</b>	DN	1 10 P M	2 43 A M
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(126.8) (114.8)		Arrive Daily	Arrive Daily
<b>131</b>	<b>835</b>	<b>133</b>	<b>135</b>				<b>105</b>	<b>107</b>

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

## SOUTHERN DIVISION — TUPELO SUBDIVISION

NORTHWARD

FIRST CLASS				Stallion Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS			
	106 Kansas City-Florida Special	108 The Sunnyland				Siding	Other		136	836	138	134
	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	P M 6 30	A M 6 00	C484	MEMPHIS (CENTRAL STATION)	YA	RD	GR CB					
	5 48	5 38	C486	MAIN STREET 0.5	Interl	ocking						
	5 36	5 30	C490	UNION RY. CR. 2.0								
	5 34	5 29	C491	UNION RY. CR. 0.8	GATE							
	5 28	f 5 22	C496	NONCO 4.0								
	5 23	s 5 13	C502	DEMO 1.0								
	5 11	s 4 58	C512	TENNESSEE YARD TENN. (CAPLEVILLE)	YA	RD	OGR TCB	P M 2 30	P M 5 15	P M 5 30	A M 4 00	
		4 47	C520	OLIVE BRANCH, MISS. 10.0		93		P M			A M	
			C528	BYHALIA 7.0	132	29						
			C529	RED BANKS 7.0	111	66						
	f 4 50	s 4 33	C529	TOURS 0.0	Interl	ocking	Y					
	4 35	s 4 13	C541	I. C. CROSSING 0.0		72						
	4 28	s 4 03	C548	HOLLY SPRINGS 12.0	124	50						
	4 22	s 3 54	C555	POTT'S CAMP 9.0		22						
			C561	HICKORY FLAT 6.3	62	16						
			C562	MYRTLE 7.0	125	3						
			C571	PECK 0.8	Interl	ocking						
	s 4 14	s 3 44	C577	G. M. & O. CR. 0.0		184	GR					
	4 02	3 28	C582	NEW ALBANY 9.0	141							
	3 55	s 3 20	C582	REESE 6.0		81						
	3 51	3 12	C588	SHERMAN 4.4	138	3						
	s 3 44	s 3 02	C592	BELDEN 6.5	97	YARD	Y					
	3 30	f 2 48	C600	TUPELO 0.0	Interl	ocking						
		f 2 38	C603	G. M. & O. CR. 3.8	132	3						
	3 20	2 33 <sup>107</sup>	C611	PLANTERSVILLE 5.3		109						
	3 10 P M	2 10 A M		NETTLETON 2.4	130							
	Leave Daily	Leave Daily		ARJAY 5.5				9 30 A M	12 30 P M	2 35 P M	11 00 P M	
	106	108		AMORY (126.8) (114.8)	YA	RD	OGR TYCB	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
								136	836	138	134	

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

## SOUTHWARD

## SOUTHERN DIVISION — BIRMINGHAM SUBDIVISION

SECOND CLASS						Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS			
1375 I. C. Freight	131	1377 I. C. Freight	1345 I. C. Freight	133	135				107 The Sunnyland	1309 I. C. Passenger	105 Kansas City- Florida Special	1353 I. C. Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	P M 6 00			A M 8 00	A M 5 00	611.2	AMORY	DN	A M 3 05		P M 1 20	
						620.6	JUDGE (QUINCY)		3 18		1 31	
						628.9	GATMAN, MISS.		f 3 30		1 40	
						634.9	SULLIGENT, ALA.	D	s 3 40		1 47	
						641.0	BEAVERTON	P	f 3 50		1 53	
						648.5	GUIN	D	s 4 01		1 59	
						655.4	WINFIELD	D	s 4 15		s 2 08 <sup>106</sup>	
						660.3	GLEN ALLEN	D	f 4 22		2 18	
						668.9	ELDRIDGE	D	f 4 34		2 27	
						674.8	CARBON HILL	D	s 4 47		2 35	
						682.8	TOWNLEY		f 4 58		2 44	
						693.7	N. A. CROSSING					
P M 11 59		P M 3 15	P M 1 45			693.8	JASPER	DN	s 5 18 <sup>132</sup>	A M 6 48	s 3 01	P M 8 55
						698.0	ALMA		5 24		3 07	
						701.5	CORDOVA	D	s 5 32		3 12	
						703.5	BENOIT		5 35		3 15	
						707.4	DORA	D	s 5 46		3 21	
						712.5	QUINTON		f 5 55		3 27	
						714.9	PALOS	P	f 6 00		3 31	
						717.3	LINDBERGH				3 35	
						722.1	ADAMSVILLE	D	f 6 16		3 44	
						725.0	OAKWOOD		6 22		3 48	9 50
						729.1	L. & N. CROSSING SOU. CROSSING B. S. CROSSING					
						729.3	PRATT CITY	D	6 28	7 45	3 54	9 56
						730.8	VILLAGE CREEK		6 30	7 47	3 56	9 58 <sup>108</sup>
						731.1	THOMAS JCT.		6 31	7 48	3 57	9 59
						733.4	B. S. CROSSING					
						733.4	F. Y. JCT.		6 36	7 54	4 02	10 05
						734.8	BIRMINGHAM	DN	6 45 A M	8 05 A M	4 25 P M	10 20 P M
						731.1	THOMAS JCT.					
						731.3	B. S. CROSSING					
A M 2 00	10 00 P M	5 00 P M	3 30 P M	P M 12 30	9 00 A M	732.1	THOMAS YARD	DN				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(123.6) (120.9)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
1375	131	1377	1345	133	135				107	1309	105	1353

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

SOUTHERN DIVISION — BIRMINGHAM SUBDIVISION

NORTHWARD

FIRST CLASS				Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wagon, Stool, Clock, Bulletin	SECOND CLASS					
108 The Sunnyland	1310 I. C. Passenger	106 Kansas City-Florida Special	1352 I. C. Passenger			Sliding	Other		1372 I. C. Freight	136	138	1376 I. C. Freight	1374 I. C. Freight	134
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
A M 1 37		P M 3 00		C811	AMORY 9.4									P M 11 00
		2 44		C821	JUDGE (QUINCY) 8.3									
f12 58		2 35		C829	GATMAN, MISS. 8.0									
s12 48		2 29		C835	SULLIGENT, ALA. 7.0									
f12 34		2 22		C842	BEAVERTON 6.8									
s12 24		2 16		C849	GUIN 6.9									
s12 11 A M		2 08 <sup>105</sup>		C855	WINFIELD 4.9			Y						
f11 58				C880	GLEN ALLEN 8.6									
f11 46		1 46		C869	ELDRIDGE 5.9									
s11 36		1 38		C875	CARBON HILL 8.0		YARD	GR Y						
f11 24		1 29		C883	TOWNLEY 10.9		9							
					N. A. CROSSING 0.1	Interlocking								
s11 04	P M 8 15	s 1 14	A M 5 18 <sup>107</sup>	C694	JASPER 4.2	82	148	C	A M 5 10		P M 3 30		P M 8 45	
		1 08	5 11	C898	ALMA 3.5	117								
s10 53		1 04		C702	CORDOVA 2.0	82	170							
		1 01		C704	BENOIT 3.9	118								
s10 42		12 55		C707	DORA 5.1	98	YARD	RYCB						
f10 33		12 49		C713	QUINTON 2.4	123	8							
f10 28		12 45		C716	PALOS 2.4	62	17							
		12 41		C717	LINDBERGH 4.8	64								
f10 13		12 32		C722	ADAMSVILLE 2.9	128	9							
10 07		12 28		C725	OAKWOOD 4.1	77								
					L. & N. CROSSING SOU. CROSSING B. S. CROSSING 0.2	Interlocking								
10 00		12 22	4 20	C729	PRATT CITY 1.3	65	149							
9 58 <sup>133</sup>	7 15	12 20	4 18	C730	VILLAGE CREEK 0.5	91								
9 57	7 14	12 19	4 17	C731	THOMAS JCT. 2.3									
					B. S. CROSSING 0.0									
9 51	7 08	12 12	4 11	C734	F. Y. JCT. 1.4									
9 45 P M	7 00 P M	12 05 P M	4 05 A M	C735	BIRMINGHAM		YARD	CB						
				C731	THOMAS JCT. 0.2									
					B. S. CROSSING 0.8									
				C732	THOMAS YARD		YARD	OGR TCB						
Leave Daily	Leave Daily	Leave Daily	Leave Daily		(123.6) (120.9)				3 30 A M	5 00 A M	12 01 P M	1 30 P M	7 00 P M	8 00 P M
108	1310	106	1352						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
									1372	136	138	1376	1374	134

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

SOUTHWARD

SOUTHERN DIVISION — COLUMBUS SUBDIVISION

NORTHWARD

SECOND CLASS	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS
					Siding	Other		836
Leave Daily	Miles							Arrive Daily
<b>835</b>								
<b>PM 5 40</b>	611.2	DN	<b>AMORY</b>	C611	YA	RD	OGR TYCB	<b>AM 11 30</b>
	822.6	P	A. S. JCT.	R622		44	Y	
	824.2		I. C. CROSSING					
	824.3	D	ABERDEEN (MAPLE ST.)	R624		83		
<b>6 00</b>	822.6	P	A. S. JCT.	R622		44	Y	<b>9 57</b>
<b>6 13</b>	831.0	P	HAMILTON	R631	65	98		<b>9 44</b>
<b>6 23</b>	837.0		KOLOLA SPRINGS	R637	66	17		<b>9 32</b>
	847.3		C. & G RY. CROSSING		Interlocking			
<b>6 43</b>	848.3	D	COLUMBUS	R648	65	197	Y	<b>9 12</b>
	848.8		G. M. & O. RY. CROSSING		Interlocking			
<b>7 08</b>	860.9	P	FORRESTON, MISS.	R661	45			<b>8 47</b>
<b>7 23</b>	869.4		PICKENSVILLE, ALA.	R669	65	18		<b>8 33</b>
<b>7 55</b>	880.0	2S	ALICEVILLE	R680	68	YARD	Y	<b>8 15</b>
	880.2		A. T. & N. CROSSING		GATE			
<b>8 10</b>	888.9	P	RIDGE	R689	79			<b>6 45</b>
<b>8 29</b>	700.0	D	MOUNT HEBRON	R700	68	10		<b>6 28</b>
<b>8 46</b>	708.0	D	BOLIGEE	R708	68	44		<b>6 15</b>
	708.2		A. G. S. CROSSING		Interlocking			
<b>9 11</b>	720.6	P	FORKLAND	R721	68	20		<b>5 53</b>
	724.4		CENTRALA	R724	YA	RD	Y	
	731.0		SOUTHERN CROSSING		Interlocking			
<b>9 30</b>	731.2	D	DEMOPOLIS	R731	68	96	Y	<b>5 35</b>
<b>9 46</b>	740.0	P	LEVY	R740	68			<b>5 20</b>
	748.7		L. & N. CROSSING		Interlocking			
<b>10 01</b>	749.3	D	LINDEN	R749	68	68		<b>5 05</b>
	767.5		ESTHER	R767				
<b>10 55 PM</b>	764.3	2S	<b>MAGNOLIA</b>	R764	YA	RD	GR YCB	<b>4 30 AM</b>
Arrive Daily			(153.1)					Leave Daily
<b>835</b>								<b>836</b>

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

**TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS**

Brilliant Branch	Mile	Car Capacity	Station No.	End Connection
Doubling Spur.....	662.2	15	NB-662	South
Wheeler Spur.....	662.5	9	NB-662-A	South
Boston Coal Company— No. 1 Track.....	662.7	8	NB-663	South
No. 2 Track.....		6		South
Team Track.....	663.3	7	NB-663-A	South
Coal Spur.....	663.4	14	NB-663-B	South
Sand Spur.....	664.5	9	NB-665	South

**BRILLIANT BRANCH — BIRMINGHAM SUBDIVISION**  
**SOUTHWARD**

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
	664.7		BROOKSIDE		YARD		
	663.5		BRILLIANT	NB664	YARD		
	655.6	D	WINFIELD	C655	27	Y	
			(9.1)				

**SOUTHWARD**

**SOUTHERN DIVISION — PENSACOLA SUBDIVISION**

**NORTHWARD**

SECOND CLASS		Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
835	836					Siding	Other		835	836
Leave Daily	Arrive Daily	Miles								
P M 11 40		764.3	2S	MAGNOLIA	R764	YA	RD	GR YCB	A M 3 30	
A M 12 10		774.0	D	KIMBROUGH	R774	43	112		2 51	
		774.0		SOUTHERN CROSSING	Interlocking					
		785.3	P	SHEPPARD	R785	103			2 31	
		792.7		STILLINGS	R792	51			2 19	
		793.4	D	HYBART	R793	24	14			
1 08		804.7	P	PRYOR	R804	76	19		1 59	
		814.2	D	FOUNTAIN	R814		59		1 42	
1 36	836	816.8		LIMESTONE	R817	59			1 36	835
		826.2	D	MEXIA	R826	29	59	Y	1 03	
2 01		830.5	D	FRISCO CITY	R830	76	30		12 56	
2 12		837.8		GOODWAY	R838	63	20		12 46	
2 29		846.9	D	HUXFORD	R847	48	89		12 33	
2 39		852.5		McCULLOUGH	R853	76	8		12 25	
		859.7		FREEMANVILLE	R860		10			
3 09		862.8	D	ATMORE, ALA.	R863	62	305		12 10	
3 19		866.8		PINE, FLA.	R869	75			A M 11 46	
3 28		873.0		WALNUT HILL	R873	77	18		11 40	
3 38		880.7	P	McKINNON	R881	62			11 28	
3 48		887.4		BARRINEAU PARK	R888		15		11 17	
4 13		898.7	P	CANTONMENT	R898	56	YARD		10 59	
4 55	A M	916.0	D	PENYARD	R915	YA	RD	OGR TCB	10 00	P M
		916.5		PENSACOLA	R916					
				(150.7) (152.2)						
Arrive Daily									Leave Daily	
835									836	

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

**EMPIRE BRANCH — BIRMINGHAM SUBDIVISION**  
**SOUTHWARD**

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
	Miles						
	707.4	D	DORA	C707	YARD	CBY	
	708.1		BERGENS	N708	YARD	Y	
	711.8		LORTON	N712	53		
	712.4		SUMITON	N712A	26		
	715.3		DRUMMOND	N715	12		
	717.0	D	DEBARDELEBEN	N717	YARD	Y	
	722.2		SIPSEY	N722	YARD		
			(14.8)				

**BESSEMER BRANCH — BIRMINGHAM SUBDIVISION**  
**SOUTHWARD**

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Track Capacity	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered By Extras
	Miles						
	729.3	D	PRATT CITY	C729	149		
	730.5		ENSLEY	N730	218		
	730.7		B. S. CROSSING				
	732.3		SOUTHERN CROSSING				
	736.6		WOODWARD	N737	44		
	736.6		WOODWARD FUR. CRS.				
	739.4		L. & N. CROSSING				
	740.1		BESSEMER	N740	108		
	740.3		BESSEMER B. S. CONN.	N741			
			(11.0)				

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Between Main Street and Union Railway Crossing Mile C-485.9 .....	20	20
Between Union Railway Crossing Mile C-485.9 and Nonco..	30	30
Between Main Street and Nonco over street crossings.....	20	20
Nonco, through turnout .....	30	30
Demo, through turnout .....	50	50
Between MP C-491-15 and MP C-494-20 on east track.....	50	50
Between MP C-494-20 and MP C-497-5 .....	45	45
Speed of 25 MPH is authorized through turnouts at each end of controlled sidings Tupelo Subdivision, south end Tennessee Yard MP C-497-7, MP C-497-30, and at north end of Amory MP C-610-7.		
Curves between MP C-512 and MP C-520-24.....	60	
C-520-24           C-521-1 .....	55	45
C-521-1           C-522-25.....	60	
C-522-25           C-523-3 .....	55	45
C-523-3           C-525-19.....	60	
C-525-19           C-525-27.....	55	45
C-525-27           C-528-5 .....	60	
Engine of trains passing MP C-527-15.....	20	20
Holly Springs, over Illinois Central crossing.....	20	20
Between MP C-528-14 and MP C-528-32 until engine through these limits .....	20	20
Curves between MP C-528-33 and MP C-529-7 .....	60	
C-529-7           C-530-22.....	55	45
C-530-22           C-534-21.....	60	
C-534-21           C-537-18.....	55	45
C-537-18           C-539 .....	60	
C-550-11           C-550-24.....	65	
Engine of southward trains passing MP C-560-21.....		45
Curves between MP C-561-11 and MP C-561-23.....	65	
New Albany, engines stopped between MP C-562-12 and MP C-562-18, until engine or lead car over Highland Street crossing .....	5	5
Between MP C-562-12 and MP C-562-24 until engine through these limits .....	20	20
Curves between MP C-562-24 and MP C-570 .....	55	45
C-570           C-572-11.....	65	
C-572-11           C-572-31.....	55	45
C-572-31           C-573-27.....	65	
C-573-27           C-574 .....	55	45
C-574           C-575-6 .....	65	
Between.....MP C-575-6 and MP C-575-25.....	60	
Curves between MP C-575-25 and MP C-586-15.....	65	
C-586-15           C-586-27.....	55	45
C-586-27           C-587-16.....	65	
Between MP C-587-16 and MP C-588-21 until engine through these limits .....	20	20
Tupelo, over GM&O Crossing .....	30	30
Curves between MP C-588-21 and MP C-611 .....	65	
Bigbee Spur .....		10
Between MP C-610-21 and MP C-610-32 until engine through these limits .....	20	20
First class trains move at restricted speed between MP C-610-10 and MP C-612-11 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
<b>Birmingham Subdivision:</b>		
First class trains move at restricted speed between MP C-610-10 and MP C-612-11 expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Speed of 25 MPH is authorized through turnouts at each end of controlled sidings Birmingham Subdiv., except at following locations where speed of 15 MPH through turnout will be observed:		
Jasper, North end Frisco siding.		
Dora, North end siding.		
Amory, through turnouts, south end No. 1 track.....	25	25

SOUTHEAST

## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psg.	Freight
Engine of northward trains passing MP C-613-26.....		50
Curves between MP C-614-1 and MP C-624-25.....	60	50
Engine of southward trains passing MP C-619-5 .....		50
Curves between MP C-624-25 and MP C-624-32.....	50	45
Sulligent, Vernon and Elm Streets.....	55	50
Nos. 105 and 106, Guin daily except Sunday to dispatch U. S. Mail .....		50
Curves between MP C-649-4 and MP C-650-7 .....	60	50
C-654-12           C-661 .....	55	50
C-661           C-667-20.....	45	45
C-667-20           C-668-7 .....	45	40
C-668-7           C-675 .....	45	45
C-675           C-688-26.....	55	50
C-688-26           C-688-33.....	45	40
C-688-33           C-692-17.....	55	50
C-692-17           C-694-4 .....	45	40
C-694-4           C-701-18.....	55	50
Engine of northward trains passing MP C-694-30.....		30
Engine of southward trains passing MP C-701-18.....		35
Curves between MP C-701-18 and MP C-703-30.....	45	45
Over Warrior River Bridge C-702.5:		
(Steam Engines) .....	30	30
(Diesel Engines) .....	45	45
Curves between MP C-703-30 and MP C-708-11.....	35	30
C-708-11           C-712-19.....	50	45
C-712-19           C-712-27.....	40	40
C-712-27           C-714-3 .....	55	45
C-714-3           C-715-6 .....	45	40
C-715-6           C-718-12.....	30	30
Over Little Warrior River Bridge C-715.4.....	30	30
Curves between MP C-718-12 and MP C-720-44.....	35	35
Northward trains MP C-722 to MP C-718-30 when over 50 per cent of cars exceed 85 tons per car.....		30
Curves between MP C-720-44 and MP C-721-43.....	30	30
C-721-43           C-724-24.....	40	40
C-724-24           C-724-35.....	35	35
C-724-35           C-731-35.....	45	40
Between MP C-729-10 and MP C-730, until engine through these limits .....	20	20
Curves between MP C-731-35 and MP C-733-6 .....	40	40
Until engine or lead car over street crossings:		
Between MP C-728-4 and MP C-733-6.....	20	20
Trains move at restricted speed, not exceeding 10 MPH, between MP C-733-6 and Birmingham Terminal Station, Billy Goat Hill-10th Avenue route. Main track between these points may be used without protection against first class trains.		
<b>Columbus Subdivision:</b>		
Amory, through turnout to Columbus Subdiv.....	25	25
Ore handled in other than box cars, over 10 cars in train.....		30
Until engine or lead car over following crossings:		
C&G           Columbus .....		
GM&O           Columbus .....		
AGS           Boligee .....		
Southern           Demopolis .....		
L&N           Linden .....	20	20
Between A. S. Jct. and Aberdeen (Maple St.).....		15
Curves between MP R-622-20 and MP R-623-5.....	35	35
Over Tombigbee River Bridge RN-623.9.....		10
Airport Spur .....		15
Between MP R-647-29 and MP R-648-7 until engine through these limits .....	20	20
Whitbury Spur .....		15
Between MP R-724-13 and MP R-725 .....	25	25
Southward trains MP R-726-26 to MP R-728-26.....	15	15
Warrior River Bridge R-728.9: over steel spans.....	15	15
Northward trains MP R-730-27 to MP R-728-28.....	10	10



## 4. SPEED RESTRICTIONS (Continued).

	MPH	
	Page.	Fr.
Demopolis, until engine over crossings between MP R-730-29 and MP R-731-14.....	25	25
Between MP R-739-20 and MP R-739-21.....	10	10
R-753-0 R-755-1.....	10	10
R-758-9 R-758-10.....	10	10

## Pensacola Subdivision:

Until engine over Southern Crossing Mile R-774.0 .....	20	20
Curves between MP R-777-12 and MP R-777-18.....	25	25
Alabama River Bridge R-783.7: over steel spans.....	10	10
Curves between MP R-796-11 and MP R-797-9 .....	35	35
R-809-21 R-810 .....	25	25
R-812-11 R-821-29.....	35	35
R-823-6 R-825-11.....	35	35
R-886-1 R-897-18.....	35	35
Over lift span Bayou Chico Bridge, Pensacola .....	4	4

## 5. OTHER SPEED RESTRICTIONS.

MPH

## Trains Handling:

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment.....	45
Loaded cars equipped with arch bar trucks.....	45
Triple loads on curves except where further restricted.....	35
Hoxie, Leachville and Jonesboro Subdivisions .....	20
Special type ore cars less than 24 feet in length.....	{ Loaded 25
	{ Empty 35
Pulpwood loaded on rack cars, Pensacola Sub.....	40
Restrict speed to 10 MPH below speed board markings on curves when handling loaded DUPX "Dry-Flow-Chem" cars DUPX 35400-35419, RTRX 35420-35469 and DUPX 35470-35999.	

When temperature is 10 degrees above zero or lower and where authorized speed is:

45 MPH reduce speed to 40 MPH
50 MPH reduce speed to 45 MPH
55 MPH reduce speed to 45 MPH
60 MPH reduce speed to 50 MPH
65 MPH reduce speed to 55 MPH
70 MPH reduce speed to 60 MPH

## Circus—Carnival Trains:

MPH

	Tangent	Curves
St. Louis and Chaffee Subdivisions.....	30	25
Hoxie, Leachville and Jonesboro Subdivisions.....	15	15
Between Memphis and Birmingham .....	35	25
Between Amory and Pensacola .....	25	20
Branch Lines .....	15	10

## Trains Handling:

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

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

	MPH
St. Louis and Chaffee Subdivisions.....	30
Hoxie, Leachville and Jonesboro Subdivisions.....	15
Tupelo, Birmingham, Columbus and Pensacola Subdivisions:	30
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 Swings, 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:

St. Louis and Chaffee Subdivisions .....	30
Hoxie, Leachville and Jonesboro Subdivisions .....	15
Tupelo, Birmingham, Columbus and Pensacola Subdivisions:	30
Branch Lines: .....	15

## 5. OTHER SPEED RESTRICTIONS (Continued).

Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.

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

	100 Ton	160 Ton	250 Ton
	Derricks or Lighter Derricks	Derricks 99024 99029	Derricks 99021 99023 99025
	MPH	MPH	MPH
St. Louis Subdiv.—St. Louis to Chaffee.....	30	30	35
Chaffee Subdiv.—Chaffee to Turrell.....	30	30	35
Hoxie Subdiv.—Nash to Hoxie.....	20	No	No
Leachville Subdiv.—Brooks Jct. to Leachville.....	15	No	No
Malden Branch—Clarkton to Malden .....	15	No	No
Campbell Branch—Gibson to Campbell .....	15	No	No
Caruthersville Branch—Hayti to Kennett .....	15	No	No
Caruthersville Branch—Hayti to Caruthersville.....	15	15	No
Jonesboro Subdiv.—Blytheville to Amorel .....	10	No	No
Jonesboro Subdiv.—Blytheville to Wilson Jct.....	15	No	No
Jonesboro Subdiv.—Wilson Jct. to Leachville.....	15	No	No
Jonesboro Subdiv.—Leachville to Nettleton .....	15	No	No
Wilson Branch—Wilson Jct. to Wilson .....	10	No	No
Tupelo Subdiv. ....	35	35	45
Birmingham Subdiv.			
Amory to Cordova .....	35	35	45
Cordova to Birmingham .....	30	30	45
Brilliant Branch: (Winfield to Brookside).....	15	No	No
Empire Branch: (Dora to Sipsey) .....	15	No	No
Bessemer Branch: (Pratt City to Bessemer).....	15	No	No
Columbus Subdiv. ....	30	No	No
(A. S. Jct. to Aberdeen) .....	10	No	No
Bridge RN-623.9 .....	5	No	No
Note: Over Bridge RN-623.9 separate 100 ton derrick from engine by 2 cars not exceeding 100,000 pounds gross weight.			
Pensacola Subdiv. ....	30	No	No

## 6. SWITCH LIGHTS.

No switch lights on Hoxie, Leachville and Jonesboro Subdivisions and on Empire, Bessemer and Brilliant Branches.

## 7. BLOCK SIGNALS.

ABS—MP T- 7-18 to MP T-139-29 (Rule 510(a))
CTC—MP T-139-29 to MP T-142-15
ABS—MP T-142-15 to MP T-144-25
CTC—MP T-144-25 to MP T-283-14
ABS—Main Street interlocking to MP C-490-12
CTC—MP C-490-12 to MP C-610-10
ABS—MP C-610-10 to MP C-612-11
CTC—MP C-612-11 to MP C-733-7

## TRAIN MEET SIGNS:

Nash.....MP T-139-29.....Northward trains

Trains on main track waiting for or to meet opposing trains will stop back of sign until opposing train reaches switch. If train on main track passes sign opposing approach signal will display stop indication. If signal does not change promptly to a proceed indication, communicate with the dispatcher.

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

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.

Two main tracks between Demo and Tennessee Yard are signaled for traffic in both directions and designated as East and West track.

Trains finding "Stop and Proceed" signal 86, at MP T-8-24, displaying stop indication will communicate with operator at Lindenwood and be governed by his instructions. If unable communicate with operator be governed by Rule 510(a).

Chaffee—Southward yard track indicator at MP T-142-15. Northward yard track indicator at MP T-144-25. When no indication displayed trains will communicate with dispatcher for instructions.

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

### LOCATION OF SPRING SWITCHES:

MP C-483-37.....	Northward main track
MP C-489-19.....	Southward main track
Tupelo.....	North end siding
Amory.....	MP C-612-8 and MP C-612-9
Birmingham.....	9th Ave. and 13th St. 9th Ave. and 12th St.

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

## 9. INTERLOCKINGS.

### CTC—AUTOMATIC

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

L&N, Sou., BS Crossing.....Mile C-729.1

### AUTOMATIC (Rules 663 and 664).

MI Ry. crossing.....	Mile T- 63.1
St. L. S. W. Ry. crossing.....	T-141.8
Mo. Pac. crossing.....	T-150.0
Mo. Pac. crossing.....	T-165.9
I. C. crossing.....	C-528.3
G. M. & O. crossing.....	C-562.3
C. & G. crossing.....	R-647.3
G. M. & O. crossing.....	R-648.8
A. G. S. crossing.....	R-708.2
Southern Ry. crossing.....	R-731.0
L. & N. crossing.....	R-748.7
Southern Ry. crossing.....	R-774.0

"STOP" signal governs movement of southward trains and overhead color light signal governs movement of northward trains on main tracks 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)).

Mile	Intersecting Lines	Normal Position
<b>St. Louis Subdivision:</b>		
T-40.0	P. P. G. Co.	Against P. P. G. Co.
Cape Girardeau		
Both legs of wye	Mo. Pac. R. R.	Against S. L.-S. F.
Spur to S. E. Mo.		
Lumber Co.	Mo. Pac. R. R.	Against S. L.-S. F.
*T-133.1	Mo. Pac. R. R.	Against Mo. Pac. R. R.
<b>Chaffee Subdivision:</b>		
T-185.7	St. L. S. W. Ry.	Against St. L. S. W. Ry.
T-186.2	St. L. S. W. Ry.	Against St. L. S. W. Ry.
*T-216.4	St. L. S. W. Ry.	Against St. L. S. W. Ry.
T-264.4	Jonesboro Subdivision	Against Jonesboro Subdivision
<b>Hoxie Subdivision:</b>		
*TA-146.2	St. L. S. W. Ry.	Against S. L.-S. F.
*TA-194.4	Mo. Pac. R. R.	Against S. L.-S. F.
TA-195.3	Mo. Pac. R. R.	Against Mo. Pac. R. R.
<b>Leachville Subdivision:</b>		
TE-187.7	St. L. S. W. Ry.	Against St. L. S. W. Ry.
TE-201.4	St. L. S. W. Ry.	Against St. L. S. W. Ry.
*TK-211.9	St. L. S. W. Ry.	Against S. L.-S. F.
TF-222.5	St. L. S. W. Ry.	Against St. L. S. W. Ry.
TE-239.6	St. L. S. W. Ry.	Against S. L.-S. F.
TX-220.8	St. L. S. W. Ry.	Against St. L. S. W. Ry.

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

### Jonesboro Subdivision:

TW-269.8	Chaffee Subdivision	Against Jonesboro Subdivision
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\*Electric locked crossing gates. Be governed by instructions posted in release box.

Union Ry., crossing.....	Mile C-486.5	Normal position against Union Ry.
AT&N crossing.....	R-680.2	Normal position against AT&N.

## 11. LOCATION OF YARD LIMITS.

S. E. Jct.	Clarkton to Malden
Crystal City	Gibson to Campbell
Freeze to Marquette	Kennett
Nash, Hoxie Subdivision	Leachville
Poplar Bluff	Nettleton, Arkansas
Walport to Walnut Ridge	Shelco to Nonco
Hoxie	Amory
Brooks Jct., Leachville Subdivision	Brilliant Branch
Hayti, Leachville Subdivision	Empire Branch
Caruthersville to Hayti	Bessemer Branch
Armored to Leachville	Birmingham
Wilson Branch	Columbus
Chaffee	Aliceville
Morehouse	Magnolia
Gideon	Kimbrough
Clarkton	Atmore
	Cantonment to Pensacola

## 12. DRAWBRIDGES.

Warrior River Bridge, R-728.9.

Alabama River Bridge, R-783.7.

Bayou Chico Bridge, Pensacola.

Operation of Warrior River Bridge, R-728.9:

Bridge normally in raised position. Trains will be governed by color-light signals for movement over drawbridge. If signal at stop indication and siren not operating, a member of crew must operate time release push button in box marked "TRAIN" located on signal. If bridge is in raised position a time interval of six (6) minutes will elapse before bridge will lower and signal indicate proceed. If signal does not indicate proceed after bridge is lowered, train may proceed on hand signal from member of crew who has inspected rails of lift span to see that they are in proper position for train movement. Push button time release must "NOT" be operated when bridge is in raised position if there is evident conflicting boat movement. Signals will display "PROCEED" for about five (5) minutes, then display "STOP" for two (2) minutes then bridge will raise unless train is between HOME SIGNALS. If bridge fails to lower, communicate with dispatcher and be governed by his instructions.

Trains will stop and receive proceed signal before moving over Bayou Chico Bridge, Pensacola.

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

S. E. Jct.	River Division
Nash	Hoxie Subdivision
Brooks Jct.	Leachville Subdivision
Hayti	Leachville Subdivision
Blytheville	Jonesboro Subdivision
Wilson	Jonesboro Subdivision
Turrell	River Division
Hoxie	River Division
Clarkton	Malden Branch
Gibson	Campbell Branch
Kennett	Caruthersville Branch
Nettleton	River Division
Wilson Jct.	Wilson Branch
Leachville	Leachville Subdivision
Amory	Columbus Subdivision
Winfield	Brilliant Branch
Dora	Empire Branch
Pratt City	Bessemer Branch

#### 14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

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

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

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

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

#### HANDLING ENGINES IN TRAINS.

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

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

#### MAKE UP OF ENGINES.

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

- 3 AT&N units
- 3 RD-SW units
- \*4 RD-SW units
- \*1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- \*1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- \*\*1 Road—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
- 4 Road 800 to 815, inclusive, units
- \*6 Road units (except units 800 to 815, incl.)
- \*\*1 Road—1 RD-SW—4 Road
- \*—When making back up movement or taking slack, isolate lead unit.
- \*\*—When making back up movement or taking slack, isolate 2 lead units.

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

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

Road Units, 800 to 815 inclusive, may be combined with F9-B units (5140 to 5152, inclusive) to make 2, 3 or 4 unit engine but must not be combined with other units.

#### 14. INSTRUCTIONS RELATING TO DIESEL OPERATION. (Continued).

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

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

#### 15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of Trainmaster when on line.

Rule 17(b) amended:

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

Rule 17(d) amended:

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

Rule 27, note amended:

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

In other states, switch lights are not required:

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

Rule 746 amended in part:

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

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

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

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

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

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

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

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

## 15. GENERAL INSTRUCTIONS (Continued).

Rock, ore, coal, crushed stone or other commodities which might damage automobiles must not be moved in trains ahead of loaded multi-level cars.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped and, if moved over hump, must go into clear track. Other cars must not be humped, kicked or dropped into a track on which loaded TOFC cars or multi-level cars loaded with automobiles are standing.

On St. Louis, Tupelo, Birmingham and Pensacola Subs, when have other type cars in train, empty flat cars 85 feet long or longer without multi-level racks or flat car 85 feet long or longer loaded with empty trailers will be handled in rear half of train only.

Employees are prohibited from riding or walking on the roof of any moving car, except where it is not practicable to do otherwise, and must not step or jump from a moving car to another. If necessary to go over tops of cars not in motion, employees must use caution in stepping from one car to another.

In CTC where maximum speed permitted is in excess of 20 MPH, trains using a main track switch, not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track.

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 restriction required.

Regular connections of trains 835 and 836 between St. Louis and Memphis will not handle triple loads and will not handle cars restricted to speed below maximum.

Regular connections of trains 131, 133, 134, 135 and 138 will not handle triple loads and will not handle cars restricted to speed below maximum.

Train movements over the following crossings will be protected by member of crew from ground position:

Walport track Highway 67 crossing.

Poplar Bluff: All crossings between Front Street and Henderson Avenue inclusive.

Kennett: First and Fourth Street crossings, and Highway EE crossing old "TD" line.

Blytheville: Movements on Hoop Track over Ash Street.

Caruthersville: West Third Street and Ward Avenue.

Osceola: Movements over Johnson Street crossing, Wilson Grocery Spur.

Wilson: Highway 61 Crossing.

Wilson Jct.: Highway 18 Crossing, both legs of wye.

Winfield: U. S. Highway 78.

Airport: U. S. Highway 45.

Green Tree: U. S. Highway 80 (Alabama Highway 8).

Pensacola: 'G', 'T', 'L' and 'M' Streets, Pace Blvd., Barrancas Ave., Pensacola Country Club and West end Bayou Chico Bridge. When night signals required, a lighted red fusee must also be displayed on each side of track. When flasher signals become inoperative at Pace Blvd. or Barrancas Ave., crossing will be protected by flagman on each side of track.

Cantonment: Roadway between Alabama Mill crossing, north end of No. 1 Mill loading dock (Florida side); and crossing north end wood storage yard.

Time shown in current Time Table or train orders for Trains 81 and 82 at Ste. Genevieve will apply at M-I crossover MP T-65 plus 2½ poles.

Time shown in time table schedules or in train orders and meeting points or right of track train orders at Nash, unless otherwise stated, will apply at south leg of wye.

No smoking or open fires permitted inside gates, Selma.

Northward Leachville Subdivision trains will not enter Brooks Jct. siding except on take siding indicator or by authority of dispatcher.

North siding switch Portageville located at crossover MP T-198-14.

Trains or engines standing between "Stop" signals, north Norbly MP T-235-22 and south Blytheville MP T-238-15, will not require rear end flag protection.

## 15. GENERAL INSTRUCTIONS (Continued).

Tennessee Yard: Inbound train and transfers will enter track as displayed by track indicator. If no track number displayed, communicate with yardmaster for instructions.

Trains must not enter, leave or foul sidings at Tours, Carbon Hill and Dora except on proceed signal indication or by authority of dispatcher.

Employees working on Warrior River bridge at Coyle will watch closely and use the walkway on the outside of the rails keeping close lookout for obstructions. Do not walk between the rails on the portion of the bridge where coal is unloaded through hopper.

Split switch derail on Empire Branch main track at MP N-719-19 must be left open when not in use.

Train Men must not release hand brakes in Thomas Yard until engine is attached and train line charged.

## TRACK RESTRICTIONS.

Gravois	—Elevated track on High Line cannot be used by engines.
Selma	—Engines not to be operated over track scales. —Box cars not to be moved beyond loading platform of No. 2 Nitrate track.
Potts Camp	—Engines must not be moved onto coal chute pit.
Tupelo	—Engines other than Yard or Road Switchers must not use track serving National Springs Corporation.
Sulligent	—Crews will not operate south beyond north end of scales nor will cars be placed south of scales on Oil Mill track.
Carbon Hill	—Engines will not be moved onto coal chute pit.
Moss McCormack	—Cars may be shoved beyond tipple on south track only.
Brilliant	—Engines must not be placed beyond frog of Nos. 1, 2 and 3 tracks or empty track serving Brilliant Coal Company.

## 20. PERMISSIBLE LOAD LIMIT.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
St. Louis Subdivision.....	**263,000	63
Chaffee Subdivision.....	263,000	63
Hoxie Subdivision.....	220,000	45
Leachville Subdivision.....	*220,000	43.7
Jonesboro Subdivision.....	220,000	43.7
Memphis-Birmingham.....	263,000	69.0
Amory-Green Tree.....	263,000	53.0
A. S. Jct.-Aberdeen.....	177,000	***37.5
Green Tree-Pensacola.....	210,000	53.8
Winfield-Brookside.....	220,000	45
Bergens-Debardeleben.....	263,000	53.8
DeBardeleben-Sipsey.....	220,000	50
Pratt City-Bessemer.....	**251,000	53.8
Birmingham Belt.....	263,000	53.8
Bayou Chico Bridge, Bay Shore Line, Pensacola..	220,000	50

\*Except Frisco hoppers, Series 81000 to 81024, inclusive may be handled between Hayti and Caruthersville with maximum gross weight 236,000 pounds.

\*\*Except cars shorter than 35-ft. to be limited to 220,000 pounds.

\*\*\*Diesel engines bridge class 39.5, or less, authorized between A. S. Jct. and Aberdeen (Maple Street), except diesel yard switchers, 200 series, will not be moved on or over bridge RN623.9.

OK to handle USNX cars between Green Tree and Pensacola, weighing more than 210,000 pound, providing the gross weight of such cars does not exceed 225,000 pounds. Such cars moving over Bayou Chico Bridge and Bay Shore Line, Pensacola, must have between these cars and between such cars and the engine, one car or more weighing not to exceed 177,000 pounds.

Check Location

## 21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American Railroad Time Service	312 Arcade Bldg.,	St. Louis, Mo.
R. P. Wiggins Co.	123 North 18th St.,	St. Louis, Mo.
Schuermann Jewelry Co.	921 S. Vandeventer,	St. Louis, Mo.
Paramount Jewelry Co.	7324 Manchester Ave.,	St. Louis, Mo.
A. R. Hoemann,	123 W. Jefferson Ave.,	Kirkwood 22, Mo.
Fischers Jewelers	216 Main St.,	Festus, Mo.
H. A. Lang		Cape Girardeau, Mo.
J. M. Stubbs		Chaffee, Mo.
Pender Jewelry Co.	310 S. 4th St.,	Hayti, Mo.
McCaughy Jewelry Co.	315 W. Main,	Blytheville, Ark.
H. D. Woodward		Osceola, Ark.
Edward Mead		Kennett, Mo.
Wylie Clements		Jonesboro, Ark.
Stevens Jewelry Co.		Poplar Bluff, Mo.
Rainwater Jewelry Co.		Walnut Ridge, Ark.
Gene Lott Jeweler	550 S. Main St.,	Memphis, Tenn.
Kelley Jewelers		Tupelo, Miss.
Roberts Jewelry Co.		Amory, Miss.
Giddens Jewelry Co.	Arkadelphia Rd. & Finley Ave.,	Birmingham, Ala.
Frank Joyce	Terminal Station,	Birmingham, Ala.
Kay Jewelers	212 N. 20th St.,	Birmingham, Ala.
H. B. Earle		Atmore, Ala.
Sears-Roebuck Co.	1055 Palafox St.,	Pensacola, Fla.
Greene's Jewelers	2514 W. Cervantes,	Pensacola, Fla.

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

St. Louis Subdivision:	Mile	Car Capacity	Station Number	End Connection
Skillman	9.3	4	T- 9A	North
Koberman	9.8	5	T- 9B	North
Hydraulic	10.1	60	T- 10	Both
Lemay	15.6	4	T- 16	South
*Imperial	26.6	19	T- 27	Both
Site	29.6	3	T- 30	South
Gisi	31.1	3	T- 31	North
Ludwig	37.0	20	T- 37	Both
Gene	60.8	9	T- 60	North
Duren	61.5	19	T- 61	South
Marbleton	71.6	4	T- 72	North
Beeline	128.6	15	T-128	North
*Communicating Office.				
Chaffee Subdivision:				
Shade	217.0	11	T-217	South
Stand	225.6	5	T-226	North
Yarbro	233.2	30	T-233	South
Brymar	255.7	13	T-256	North
Grider	258.1	24	T-258	South
Rotan	259.3	17	T-259	South
Stacy	280.3	16	T-280	South
Hoxie Subdivision:				
Arbor	150.9	9	TA-151	North
Sturdivant	164.5	7	TA-165	North
Kinder	168.9	11	TA-170	North
Gas Spur	236.0	18	TA-236	South
Shannon	249.0	6	TA-249	South
Leachville Subdivision:				
Tanner	163.5	8	TE-163	North
Salcedo	165.5	7	TE-165	North
Frisbee	214.7	11	TE-215	North
Irl	224.7	17	TE-225	North
Octa	228.9	17	TE-229	North
Jonesboro Subdivision:				
Burton	240.2	3	TR-241	North
Roseland	250.5	14	TJ-250	Both
Lou	254.3	6	TJ-254	South
Delfore	264.2	7	TJ-264	South
Needham	281.9	5	TJ-282	South
Victoria	254.8	23	TW-254	Both
Ginco	257	2	TW-257	South

SOUTHEAST

## TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Tupelo Sub-Division:	Mile	Car Capacity	Station No.	End Connection
Mineral Wells	499.0	2	C-499	South
Miller	506.3	41	C-506	Both
Victoria	516.2	8	C-516	South
Waites	534.6	13	C-535	North
Smalco	557.1	8	C-557	North
Shari	559.7	94	C-559	Both
Glenfield	560.4	4	C-560	North
Blue Springs	573.6	24	C-574	North
Bigbee	608.6	202	C-608	Both
Birmingham Sub-Division:				
Greenwood Springs	624.7	12	C-625	North
Crews	638.2	13	C-638	South
Bazemore	663.0	51	C-663	Both
Kansas	673.4	Platform	C-673	
Moss-McCormack	683.5	29	C-683-A	North
Hillard	687.2	25	C-687	South
New Jagger	688.1	18	C-688	North
Ronald	694.1	12	C-695	North
Empire Branch:				
Coyle	720.0	48	N-720-A	North
Bessemer Branch:				
Fairfield	732.4	11	N-732	South
U. S. C. I. P. Co.	738.4	100	N-739	North
Robertstown	739.4	40		Both
Columbus Sub-Division:				
Becker	614.8	6	R-615	North
Troup	633.5	6	R-634	North
Airport	638.9	3 Miles	R-639	North
Whitbury	652.9	240	R-653	Both
West Greene	694.8	19	R-695	Both
Stokley	735.2	41	R-735	Both
Green Tree	735.6	9 Miles	R-736	North
Jefferson	745.0	9	R-745	Both
Octagon	756.2	14	R-756	Both
Pensacola Sub-Division:				
Sham	780.0	3	R-780	North
Coy	786.5	11	R-786	Both
Asahel	789.4	5	R-789	North
Keith	807.3	11	R-807	South
West Monroeville	821.1	10	R-821	South
Megargel	834.8	12	R-835	South
Vocation	842.8	7	R-843	North
Koppers	844.9	110	R-845	Both
Poarch	856.8	8	R-856	South
Mikes	861.8	9	R-862	South
T. J. Moss Tie Co.	865.7	31	R-866	North
Ipsco	903.6	5	R-904	South
Ensley	906.3	11	R-906	South
Edge	907.0	15	R-907	South
Power	909.8	1	R-910	North

## 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	No	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
556	GP-7	RD-SW	42	No	65	39.5	115
557-567	GP-7	RD-SW	42	Yes	65	39.5	115
568-597	GP-7	RD-SW	42	No	65	39.5	115
598-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
800-815	U-25	FRT.	52	No	70	41.7	115
2000-2005	EA-7	PASS.	21	Yes	85	41.9	149
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5000-5004 5006 5008-5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018-5039	F7-A	FRT.	42	No	65	36.8	110
5040-5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100-5114	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		Non-working Baggage	452—464	34	
Steam Generator	51 52	88		Box-Express Dining Car	465—469 638	23	102
Instruction Car	54	73		" "	640		97
Baggage	101	79		" "	650		68
"	106	78		Coach	751—757		84
"	134	78		"	759		80
"	135	78		"	761		82
Mail & Baggage	201	68		"	765—770		79
"	202—204	71		"	771		82
"	205	68		"	772—774		81
"	206 & 208	71		"	1053—1060		81
"	209	72		"	1062		84
"	210—212	70		"	—1064		83
"	214	68		"	1068		81
"	216	69		"	1071		83
"	217	73		"	1081—1085		81
"	218—221	71		Dormitory-Coach	1095—1096		64
"	251—252	55		Coach	1102 & 1103		81
Baggage	304	66		"	1107—1108		82
"	306 & 309	61		"	1203		82
"	312	67		"	1206		79
"	315	62		"	1207—1208		82
"	322	59		"	1209—1211		78
"	325	61		"	1213		78
"	333	61		"	1250—1258		64
"	336	69		"	1259		68
"	337 & 339	70		Sleeper-Observation			
"	341	76		Lounge	1350		66
"	342	70		"	1401—1402		102
"	343	71		Sleeper	1450—1466		69
"	344	73		Cafe-Lounge	1506		109
"	346	70		Diner-Lounge	1550 & 1551		68
"	348	69		Buffet	1601—1603		85
Baggage	352	69		Coach-Lge.			
"	353	68		Buffet	1650—1652		65
"	355	67		Postal	2041 & 2043		58
"	359	69		"	2045		69
"	360	68		"	2049		74
"	362—365	72		"	2050		65
"	367	74		"			60
"	368	71		Storage Mail-De Luxe	2054—2056		60
"	369	66		Coach	Wichita		83
"	370	73		"	Enid		90
"	371	75		"	Ft. Smith		87
"	372	74		"	Okmulgee		80
"	373—374	76		"	Joplin		82
"	375	70		Lounge-			
"	376	73		Diner	Kan. City		104
"	378	76		"	Birm'ham		103
"	380—390	67		"	Memphis		105
"	393	58		Storage Mail-Business Car	2054—2056		60
"	394	65		"	1		107
"	395	66		"	2		94
"	412	68		"	3		109
"	425—439	69		"	4		110
"	440	75					
"	441—443	66					
"	444—445	68					
"	450—451	35					

## 23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles Hour per	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	285,600	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.