

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. Hollie, 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
Paul J. Bettonville, M. D.	.....	Attending Physician and Dispensary Surgeon
Augustin Jones, M. D.	.....	Dispensary Surgeon
Gas 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
Edward M. Schaeffer, M. D.	.....	Oculist

Wm. P. Hamilton, M.D.	(L)	Aurora	Wylie G. Chestnut, M. D.	(L)	Miami
H. L. Bogan, M. D.	(L)	Baxter Spgs.	J. E. Highland, M. D.	(L)	Miami
V. D. Alquist, M. D.	(L)	Baxter Spgs.	W. S. Burney, M. D.	(L)	Miller
D. C. McCraw, M. D.	(LE)	Bolivar	F. T. Kerr, M. D.	(DE)	Monett
Ben H. Koon, M. D.	(L)	Bolivar	Kenneth Glover, M. D.	(L)	Mt. Vernon
Gordon W. Riffel, M. D.	(L)	Bourbon	F. A. Moorhead, M. D.	(DE)	Neodesha
Fred Gasser, M. D.	(L)	Cherryvale	Edmer Beebe, M. D.	(L)	Olathe
Donald D. Arthurs, M. D.	(L)	Cherryvale	Donald H. Giesler, M. D.	(L)	Osceola
G. S. Walker, M. D.	(LE)	Clinton	Jerome H. Thies, M. D.	(L)	Osceola
H. B. Walker, M. D.	(L)	Clinton	I. J. Waxse, M. D.	(LE)	Oswego
G. B. Athy, M. D.	(L)	Columbus	D. B. Ecker, M. D.	(L)	Pacific
Forest H. Jones, M. D.	(L)	Columbus	C. A. Fisher, M. D.	(LE)	Paola
F. A. Elders, M. D.	(L)	Cuba	Robert E. Banks, M. D.	(L)	Paola
H. St. Clair O'Donnell, M. D.	(L)	Ellsworth	C. H. Smith, M. D.	(LE)	Pittsburg
James J. Basham, M. D.	(DE)	Ft. Scott	K. J. Bierlein, M. D.	(L)	Pittsburg
F. M. Stone, Jr., M. D.	(O)	Ft. Scott	William J. Justus, M. D.	(L)	Pleasanton
R. J. Beal, M. D.	(L)	Fredonia	S. E. Schlicht, M. D.	(L)	Richland
R. W. Friggeri, M. D.	(L)	Girard	E. E. Feind, M. D.	(D)	Rolla
Wesley H. Hall, M. D.	(L)	Girard	J. W. Young, M. D.	(DE)	Rosedale
T. J. Burns, M. D.	(L)	Houston	Thomas J. Mitchell, M. D.	(L)	St. Clair
D. S. Long, M. D.	(LE)	Harrisonville	E. A. Stricker, M. D.	(L)	St. James
G. D. Wisdom, M. D.	(DE)	Jonesboro	R. E. Mitchell, M. D.	(L)	Salem
William Lee Gardner, M. D.	(DE)	Jonesboro	Martin M. Hart, M. D.	(L)	Salem
J. R. Kuhn, Jr., M. D.	(DE)	Joplin	James J. Royce, M. D.	(L)	Sarcoxia
B. F. Woodridge, M. D.	(L)	Joplin	C. W. Cooper, Jr., M. D.	(DE)	Thayer
W. L. Post, M. D.	(O)	Joplin	Joseph H. Poff, M. D.	(L)	Truman
C. L. Young, M. D.	(DE)	Kansas City	Ralph Joseph, M. D.	(L)	Walnut Ridge
J. R. McVay, M. D.	(DE)	Kansas City	Julius J. Whittington, M. D.	(L)	Walnut Ridge
J. R. McVay, Jr., M. D.	(DE)	Kansas City	R. H. Smith, M. D.	(L)	West Plains
F. E. Wade, M. D.	(O)	Kansas City	H. R. Hodson, M. D.	(DE)	Wichita
W. R. Eubank, M. D.	(O)	Kansas City	Doyle A. Shrader, M. D.	(O)	Wichita
Edmund Guldner, M. D.	(L)	Lamar	A. Coffee, M. D.	(L)	Willow Springs
F. H. Johnson, M. D.	(LE)	Lebanon			
James B. Mercer, M. D.	(L)	Lenexa			
A. G. Eddleman, M. D.	(L)	Liberal			
Thaddeus Combs, M. D.	(LE)	Lockwood			
L. J. Beyer, M. D.	(L)	Lyons			
Robert L. Sample, M. D.	(L)	Ava			
A. T. Walker, M. D.	(L)	Mammoth Spgs.			
R. L. Purnell, M. D.	(L)	Marion			
C. G. Swingle, M. D.	(L)	Marked Tree			
J. D. Johnson, M. D.	(DE)	Memphis			
J. E. Wilson, M. D.	(O)	Memphis			

C—Consulting Surgeon
D—Division Surgeon
L—Local Surgeon
O—Oculist
CO—Consulting Oculist
DE—Division Examining Surgeon
LE—Local Examining Surgeon

St. Louis-San Francisco Railway Company

EASTERN DIVISION

TIME TABLE

No.

47

EFFECTIVE

Sunday, May 28, 1967

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.

...FRISCO FIRST...

This Company and each of its employes have reason to be proud of our accomplishments in many varied fields, all directed toward an improved transportation service to our customers.

Further accomplishments will be made as each of us continue to direct our individual and collective efforts toward doing a good job.

Attention to the requirements, alertness to the conditions, safety in our actions, all in accordance with the rules and instructions will produce the results that speak the greatest reward—

A Good Job — Well Done.



General Manager

DIVISION AND TERMINAL OFFICERS

W. W. Francis.....	Division Manager.....	Springfield
J. C. Cowles.....	Division Superintendent.....	Springfield
G. E. Warfel.....	Division Engineer.....	Springfield
E. S. Wood.....	Division Master Mechanic.....	Springfield
P. W. Davis.....	Division C&S Supervisor.....	Springfield
B. G. Jones.....	General Car Foreman.....	Springfield
L. J. Thiel.....	Road Foreman of Equip.....	Springfield
W. H. Davis.....	Road Foreman of Equip.....	Springfield
F. J. Smith.....	Road Foreman of Equip.....	Springfield
T. R. Blackwell.....	Trainmaster.....	Springfield
M. L. Thornbrough.....	Trainmaster-Genl.-Agt.....	Ft. Scott
B. J. Lutzenberger.....	Trainmaster.....	Miami
W. D. Smith.....	Trainmaster-Genl.-Agt.....	Wichita
G. M. Kirk, Jr.....	Trainmaster.....	Joplin
J. M. Ward.....	Trainmaster.....	Thayer
E. F. Swope.....	Trainmaster-Roadmaster.....	Ft. Leonard Wood
J. E. O'Hearn.....	Asst. Trainmaster.....	Springfield
K. K. Kluthe.....	Asst. Trainmaster-Genl. Agt.....	Joplin
I. N. Phillips.....	Asst. Trainmaster-Genl. Agt.....	Pittsburg
N. A. Sutton.....	Genl. Supvr. Safety-Fire Prev.....	Springfield
W. F. Deaton.....	Supvr. Safety-Fire Prev.....	Springfield
R. E. Townes.....	Supvr. Safety-Fire Prev.....	Memphis
J. D. Williams.....	Chief Dispatcher.....	Springfield

ST. LOUIS TERMINAL

J. M. Godfrey.....	Superintendent.....	St. Louis
D. L. Patton.....	Trainmaster.....	St. Louis
R. J. Hasten.....	Trainmaster.....	St. Louis
R. B. Davis.....	Trainmaster.....	St. Louis
S. E. Zeilmann.....	Trainmaster.....	St. Louis

KANSAS CITY TERMINAL

C. C. Lane.....	Superintendent.....	Kansas City
C. L. Mallonee.....	Trainmaster.....	Kansas City
G. W. Campbell.....	Trainmaster.....	Kansas City

SPRINGFIELD TERMINAL

H. J. Lovelady.....	Superintendent.....	Springfield
J. E. King.....	Trainmaster.....	Springfield
P. A. McGinn.....	Trainmaster.....	Springfield
C. B. Matlock.....	Asst. Trainmaster-Genl. Agt.....	Springfield

MEMPHIS TERMINAL (Southern Division)

B. C. Davidson.....	Superintendent.....	Memphis
K. E. Richardson.....	Trainmaster.....	Memphis
M. M. Brower.....	Trainmaster.....	Memphis
R. E. Tyndall.....	Trainmaster.....	Memphis
R. E. Carr.....	Trainmaster.....	Memphis
R. L. Lipscomb.....	Asst. Trainmaster-Genl. Agt.....	Memphis

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

No. 101 stop on signal at Hardy to discharge revenue passengers from Springfield or beyond and receive revenue passengers.

No. 102 stop on signal at Hardy to discharge revenue passengers and receive revenue passengers for Springfield and beyond.

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

Springfield Subdivision trains with crews in turn around service will not require clearance at Monett.

Carthage Subdivision trains will secure clearance from both Southwestern and Eastern Divisions at Monett, and will not require clearance at Pierce City unless train order signal displays stop indication.

Eastern Division trains entering CTC territory at Pierce City will maintain authorized identity and leave Pierce City without clearance.

Clinton Subdivision trains originating at Kansas City 19th Street will secure clearance at Grandview.

Kansas City Subdivision trains originating at Kansas City 19th Street will secure clearance at Rosedale.

M.K.T. trains entering S.L.-S.F. main track Paola will not require clearance unless telegrapher on duty.

Trains originating Afton will not require clearance unless train order signal displays stop indication.

Trains will not require clearance at Edward and Turrell.

Ash Grove Subdivision trains originating Springfield will secure clearance from both Springfield and Ash Grove Subdivision Dispatchers.

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

Memphis is register station for first class trains and trains originating or terminating at this point only.

Trains finding light out in color light train order signals may proceed after securing clearance, or on authority of dispatcher.

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

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

Between Monett and Pierce City, Eastern Division trains will be governed by Southwestern Division time table and instructions. Time shown at Monett is for information only.

Trains using Wichita Union Terminal Railway Company tracks will be governed by rules and instructions of that line.

Between AT&SF Jct. and AT&SF Ry. station Lyons, trains will be governed by time table, rules and instructions of that line.

CRIP Trains will use SL-SF track between K. C. Belt Jct. and Leeds Jct. and will be governed by SL-SF Time Table, Rules and Instructions.

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

Clinton Subdivision trains will use M. P. track between B. V. Jct. and Dodson and will be governed by time table, rules and instructions of that line.

Between Kansas City Union Station and 29th St., trains will be governed by time table, rules and instructions of Kansas City Terminal Railway.

MKT trains will use SL-SF track between Twenty-Ninth Street and Paola and will be governed by SL-SF Time Table, Rules and Instructions.

Southern Division Southward trains will assume corresponding schedule on Eastern Division between Turrell and Tennessee Yard.

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

3. MAXIMUM SPEED.

Miles Per Hour
Psgr. Freight

Rolla Subdivision	55
Salem Branch	25
Lebanon Subdivision	55
Springfield Subdivision:	
Eastward Trains	55
Westward Trains	65
Ozark Branch:	
Between M. K. Jct. and Galloway.....	25
Galloway and Ozark	10
Aurora Branch	25
Carthage Subdivision:	
Between Pierce City and Carthage.....	40
Carthage and Crestline	30
Crestline and Neodesha	45
Joplin and Galena Branch	
Between Oronogo and MP H-331-1	25
MP H-331-1 and MP H-333-6	15
MP H-333-6 and Baxter Springs	30
Tuckahoe Branch	25
Wichita Subdivision	40
Burrton Subdivision	35
Clinton Subdivision:	
Between Springfield and Bolivar	40
Bolivar and Clinton	30
Clinton and Leeds Jct.	35
Kansas City and Ash Grove Subdivision	70 55
Willow Springs Subdivision	70 55
Current River Branch	25
Memphis Subdivision:	
Between Thayer and MP C-390-36.....	50 50
Between MP C-390-36 and Tennessee Yard.....	70 55
Except regular connection Train 138.....	65
Hoxie Branch	25
Lepanto Branch	20
Marion-Hulbert Branch	20
Afton Subdivision	50
Picher Branch	20
Miami Branch	35
Parsons Subdivision:	
Between Arcadia and Cherokee	35
Sinclair and Weir City	10
Cherokee and Dennis	25

4. SPEED RESTRICTIONS.

EASTERN
Miles Per Hour
Freight

Rolla Subdivision:			
Through turnouts at both ends of all sidings, speed of 25 MPH is authorized except at following locations:			
Sullivan.			
Bourbon.			
St. James.			
Rolla—West end of siding.			
Through interlocking Grand Avenue			10
Between Grand Avenue and Tower Grove interlocking.....			30
Tower Grove interlocking and MP 5-35.....			35
MP 5-35 through turnout at end of two main tracks.....			25
Between MP 5-35 and MP 7			20
Between MP 7 and MP 10-20			35
Curves between:			
MP	and	MP	
16-1		16-17 (Westward Track)	50
17-36		17-15 (Eastward Track)	50
16-17		16-1 (Eastward Track)	45
14-25		13-30 (Eastward Track)	45
13-17		13-7 (Eastward Track)	50
Valley Park, through turnout end of two main tracks.....			50
Between MP 33-47 and MP 34-25 until engine over crossings			50
Curves between MP 37-9 and MP 41-30.....			50
		41-32 43	45
		44-39 48-42.....	50
		50-14 61	50
		63-29 65-3	50
		70 71-12.....	50
		80-14 80-33.....	50
		97-35 98-22.....	50
		100-38 102-28.....	50
Westward trains MP 111 to MP 117 when over 50 per cent of cars exceed 85 gross tons per car.....			30
Between .....MP 110-18 and MP 111-38.....			40
		111-38 114	50
Curves between MP 114 and MP 114-8			50
		114-9 116-9	40
		117-13 118	50
		118-13 118-36.....	40
Newburg, through turnout east lead switch.....			25
Between .....MP 118-40 and MP 119-30.....			20
Salem Branch:			
Between MP A- 87-7 to MP A- 98-10.....			15
		A-102-22 A-105-26.....	15
		A-107-10 A-108-19.....	15
		A-115-1 A-122-8	15
		A-124-23 to Salem	15

(Continued on Page 25)

WESTWARD

EASTERN DIVISION—ROLLA 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			
437	37	39	31					Siding	Other		34	438	30	36
Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
				0.0	DN	ST. LOUIS	1							
				0.6		TWENTY-THIRD ST.		YA	RD					
				1.5		WAB.-M. P. CROSSING		Inter	locking					
				2.1		GRAND AVE.								
				3.3		TOWER GROVE	3							
				3.4		M. P. CROSSING		Inter	locking					
				4.9		M. P. CROSSING								
PM 7 30	PM 4 00	AM 8 45	AM 3 00	7.1	DN	LINDENWOOD	7	Inter	locking	OG RT CB	AM 4 00	AM 11 00	PM 4 30	PM 11 30
				10.1		WEBSTER GROVES	10		17					
				11.8		M. P. CROSSING		Inter	locking					
				12.7		KIRKWOOD	13		25					
				17.9	D	VALLEY PARK	18	YA	RD	Y				
				27.2		EUREKA	27	158	5					
				34.1	D	PACIFIC	34	202	200	Y				
				44.0		ROOK	44	123						
				52.2	D	ST. CLAIR	52	122	58					
				62.2		STANTON	62	148	6					
				68.1	D	SULLIVAN	68	62	48					
				74.3	D	BOURBON	74	30	31					
				77.2		COFFEYTON	77	123						
				88.8	D	CUBA	87	120	118	CB				
				94.8		ROSATI	95	132	9					
				100.4	D	ST. JAMES	100	90	52					
				105.6		DILLON	108	132	7					
				110.6	D	ROLLA	111	148	108					
10 15 PM	6 45 PM	11 45 AM	7 00 AM	119.1	DN	NEWBURG	119	YA	RD	OG RT CB	12 10 AM	7 00 AM	11 00 AM	5 15 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.4) (119.1)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
437	37	39	31								34	438	30	36

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

WESTWARD SALEM BRANCH—ROLLA SUBDIVISION EASTWARD

Communicating Office	Distance from St. Louis Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid., Clock, Bulletin
				Siding	Other	
D	86.8	CUBA	87		58	CB
	93.5	HENPECK	AA84		80	
D	95.1	STEELVILLE	A 95		23	
	100.7	LEAD JCT.	A101		40	
	122.8	VIBURNUM	AC123			
	133.0	BUICK	AC133			
	100.7	LEAD JCT.	A101		40	
	102.9	KEYSVILLE	A103		10	
	107.5	WESCO	A108		13	
	117.1	BANGERT	A117		12	
D	128.8	SALEM	A127		109	
		(40.0) (72.3)				

Service Rendered By Extras

Service Rendered By Extras

WESTWARD

EASTERN DIVISION—LEBANON SUBDIVISION

Third Class	SECOND CLASS				Distance from St. Louis	STATIONS	Communicating Office
	43	437	37	39				31
Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		
A M 6 00	P M 10 15	P M 6 45	A M 11 45	A M 7 05			
					119.1	NEWBURG	DN
					121.5	BUNDY JCT. 2.4	
					122.7	ARLINGTON 1.2	
					128.8	FRANKS 8.1	
					134.6	DIXON 5.8	D
					142.0	JURY 7.4	
					146.5	CROCKER 4.5	D
					152.5	SWEDEBERG 6.0	
					159.8	RICHLAND 7.3	D
					167.5	STOUTLAND 7.7	
					174.1	SLEEPER 6.6	
					181.8	LEBANON 7.7	2S
					183.8	KURN 2.0	
					190.5	HUBEN 6.7	
					198.4	CONWAY 7.9	
					208.9	NIANGUA 8.5	
					213.3	MARSHFIELD 6.4	D
					220.8	NORTHVIEW 7.5	
					227.7	STRAFFORD 6.9	
					236.6	TEED 8.9	
					236.7	EASTERN JCT. 0.1	
					237.1	PACIFIC ST. JCT. 0.4	
					238.3	PINE ST. JCT. 1.2	
					239.1	SPRINGFIELD 0.8	D
					236.7	EASTERN JCT. 3.0	
					239.7	SPRINGFIELD YARD	DN
						(120.6) (120.0)	
Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
43	437	37	39	31			

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

EASTERN DIVISION—LEBANON SUBDIVISION

EASTWARD

Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Ways, Sid. Cloak, Bulletin	SECOND CLASS				Third Class
		Siding	Other		438	30	36	34	44
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.
119	NEWBURG 2.4	YA	RD	OGR CB	A M 7 00	A M 11 00	P M 5 15	A M 12 10 -A M-	P M 1 50 P M-
121	BUNDY JCT. 1.2		30						
123	ARLINGTON 8.1		100						
129	FRANKS 6.8	118							
135	DIXON 7.4	141	70						
142	JURY 4.5	128							
147	CROCKER 6.0	86	39						
152	SWEDENBERG 7.3	123	10						
160	RICHLAND 7.7	112	38						
168	STOUTLAND 6.6	119	19						
174	SLEEPER 7.7	140	25						
182	LEBANON 2.0	YA	RD	RY					
183	KURN 6.7								
191	HUBEN 7.9	158							
198	CONWAY 8.5	133	40						
207	NIANGUA 8.4	166	21						
213	MARSHFIELD 7.5	135	117						
220	NORTHVIEW 8.9	175	13						
228	STRAFFORD 8.8	147	16						
236	TEED 0.1	127							
	EASTERN JCT. 0.4			Y					
	PACIFIC ST. JCT. 1.2								
	PINE ST. JCT. 0.5								
239	SPRINGFIELD	YA	RD	OGR YCB					
	EASTERN JCT. 3.0								
239	SPRINGFIELD YARD	YA	RD	OGR YCB	4 00 A M	8 30 A M	2 00 P M	9 00 P M	6 00 A M
	(120.6) (120.0)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.
					438	30	36	34	44

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

WESTWARD

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

SECOND CLASS					Distance from St. Louis Miles	STATIONS	Communicating Office
37	39	439	437	435			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
					239.1	SPRINGFIELD	D
					242.0	NICHOLS	
					239.7	SPRINGFIELD YARD	DN
					242.0	NICHOLS	
					247.2	BROOKLINE	D
					251.8	REPUBLIC	
					257.3	BILLINGS	D
					262.3	LOGAN	
					263.6	MARIONVILLE	D
					268.9	AURORA	
					269.0	M. P. CROSSING	D
					273.7	VERONA	
					279.1	GLOBE	DN
					282.0	MONETT	
						(42.3) (43.7)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
37	39	439	437	435			

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

WESTWARD

AURORA BRANCH—SPRINGFIELD SUBDIVISION

EASTWARD

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

SOUTHWARD

OZARK BRANCH—SPRINGFIELD SUBDIVISION

NORTHWARD

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

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

EASTWARD

Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS				
		Siding	Other		438	36	30	434	34
239	SPRINGFIELD 3.7	YA	RD	OGR CBY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
242	NICHOLS		26						
239	SPRINGFIELD YARD 2.3	YA	RD	OGR CB	AM 2 30	AM 5 30	AM 8 30	PM 12 50	PM 9 00
242	NICHOLS 5.2		26						
247	BROOKLINE 4.8	130	5						
252	REPUBLIC 5.5	162	76						
257	BILLINGS 5.0	128	35						
262	LOGAN 1.3	150	9						
264	MARIONVILLE 5.3		49						
269	AURORA 0.1	128	289						
	M. P. CROSSING 4.7	Interlocking							
274	VERONA 5.4	155	41						
279	GLOBE 2.9								
282	MONETT	YA	RD	OGR TYCB	12 01 AM	4 00 AM	7 15 AM	11 30 AM	7 30 PM
	(42.3) (43.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					438	36	30	434	34

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

**JOPLIN AND GALENA BRANCH—
CARTHAGE SUBDIVISION**

WESTWARD

EASTWARD

Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered by Extras
				Siding	Other		
322.3		ORONOGO 3.7	F322	23	28	Y	
326.0		WEBB CITY 5.2	H326		33		
331.2		K. C. S. CROSSING 0.3					
331.5	D	JOPLIN 0.8	H331	YA	RD	OR YCB	
332.3		J. AND G. JCT.		YA	RD		
333.3		RUTH, MO. 1.0	H333	YA	RD		
339.8		GALENA, KAN. 4.0	H340	8	YARD		
343.8		RIVERTON 1.7	H344	31	100		
347.5		K. C. S. CROSSING 0.4		Interlocking			
347.9	D	BAXTER SPRINGS	L159	YA	RD	OR YCB	
		(25.8)					

TUCKAHOE BRANCH — CARTHAGE SUBDIVISION

WESTWARD

EASTWARD

Distance from St. Louis via Joplin	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Service Rendered by Extras
				Siding	Other		
332.3		J. AND G. JUNCTION 0.4	H332				
332.7		M. P. CROSSING 7.7		GA	TE		
340.4		CARL JUNCTION 0.0	F328	YA	RD	Y	
		CARTHAGE SUBDIV. CR. (8.1)		GA	TE		

WESTWARD

EASTERN DIVISION — CARTHAGE SUBDIVISION

EASTWARD

THIRD CLASS		SECOND CLASS	Distance from St. Louis	Communicating Offices	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sici, Clock, Bulletin	SECOND CLASS	THIRD CLASS	
331	333	337					Miles	Siding		Other	330	334	332
Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily							Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	
P M 4 00 P M		P M 11 01 P M	282.0	DN	MONETT 4.9	282	YA	RD	ORGT YCB	A M 9 45 A M		P M 11 59 P M
4 15		11 15	286.8	D		PIERCE CITY 8.1	G287	YA	RD		7 00		11 00
4 35		11 30	293.0		WENTWORTH 8.7	F293	35			6 30		10 25
4 50		11 45	298.7		SARCOXIE 9.1	F299	73	38		6 15		10 10
5 05		12 01 A M	303.8		REEDS 9.2	F304		12		6 00		9 55
5 25		12 15	311.0		MENK 9.2	F311	94			5 40		9 35
			312.7		M. P. CROSSING 9.5		Interl	ocking				
6 15		12 40	313.2	D	CARTHAGE 9.6	F313	46	191		5 35		9 30
6 35		1 05	322.8		ORONOGO 9.8	F322	23	28	Y	5 15		9 00
			327.1		K. C. S. CROSSING 10.0		Interl	ocking				
6 50		1 30	328.1		CARL JUNCTION, MO. 10.0	F328	YA	RD	Y	5 00		8 35
			334.9		K. C. S. CROSSING 10.8		GA	TE				
7 05		1 55	336.2		CRESTLINE, KAN. 11.3	F336	31	10		4 30		8 05
			343.6		AFTON SUBDIV.-M-K-T CR. 11.7		Interl	ocking				
7 40 ³³²	A M 8 30	2 40	343.6	2S	COLUMBUS 12.0	L148	41	YARD	Y	4 05	A M 7 30	7 40 ³³¹
			343.7		MIAMI BRANCH CROSSING 12.0		GA	TE				
			349.7		M. P. CROSSING 12.0		GA	TE				
			349.7		SHERWIN 12.0	F350		7				
8 10	8 45	3 05	352.5		HALLOWELL 12.8	F352	30	22		3 45	7 05	6 55
8 30	9 00	3 25 ³³⁰	359.9		OSWEGO 17.4	F360	60	53		3 25 ³³⁷	6 50	6 35
			361.1		M.-K.-T. CROSSING 17.2		Interl	ocking	Y			
9 00	9 20	3 45	370.6	D	ALTMONT 19.5	F371	39	38		2 55	6 30	6 15
			376.6		M.-K.-T. CROSSING 18.0		Interl	ocking				
9 20	9 35	3 55	376.8	D	MOUND VALLEY 19.2	F377	40	24		2 45	6 10	6 00
			387.0		A.. T & S. F. CROSSING 19.2		GA	TE				
10 00	9 55	4 20	387.0	D	CHERRYVALE 19.0	F387	34	YARD	Y	2 25	5 45	5 40
10 30 P M	10 30 A M	5 00 A M	401.4	N	NEODESHA 14.4	F401	YA	RD	ORGT CB	2 00 A M	5 10 A M	5 00 P M
Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(114.6) (119.4)					Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
331	333	337								330	334	332

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

WESTWARD

EASTERN DIVISION — WICHITA SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
337	Miles					Siding	Other		330	Arrive Daily
Leave Daily										
A M 10 30	401.4	N	NEODESHA	F401	YA	RD	ORGT CB		P M 11 30	
	401.5		M. P. CROSSING		GA	TE				
	414.0		M. P. CROSSING		GA	TE				
	414.0		A. T. & S. F. CROSSING		GA	TE				
10 50	414.0	2S	FREDONIA	F414	68	YARD			10 40	
11 01	420.6		NEW ALBANY	F420		27			10 25	
11 20	426.4		FALL RIVER	F428	80	17			10 15	
	438.6		A. T. & S. F. CROSSING		GA	TE				
11 50 PM	438.6	D	SEVERY	F439	30	24			9 55	
12 20	448.8		PIEDMONT	F447	15				9 40	
12 55	458.5		BEAUMONT	F458	25	YARD	Y		9 20	
1 15	464.9		KEIGHLEY	F465	34				8 55	
1 28	472.8		LEON	F473	23	25			8 40	
1 37	478.5		HAVERTHILL	F478		7			8 30	
	483.8		A. T. & S. F. CROSSING		Interl	ocking				
1 48	484.0	D	AUGUSTA	F484	42	YARD			8 15	
2 25	493.5		ANDOVER	F493	27	18			7 45	
	506.4		M. P. CROSSING		Interl	ocking				
	506.6		C. R. I. & P. CROSSING		Interl	ocking				
6 00 P M	507.8	2S	WICHITA YARD	F508	YA	RD	ORG CBY		7 15 P M	
Arrive Daily			(109.4)						Leave Daily	
337									330	

Eastward trains are superior to westward trains of the same class

LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres. American R. R. Time Service Co., General Time Inspector.....St. Louis, Mo.
 Hart Jewelers7342 Manchester, Maplewood, Mo.
 Schuermann Jewelry Co.....923 S. Vandeventer, St. Louis, Mo.
 Wiggins Jewelry Co.....1728 Washington Ave., St. Louis, Mo.
 A. R. Hoemann123 W. Jefferson Ave., Kirkwood, Mo.
 C. N. WhitlockPacific, Mo.
 C. J. MarksSalem, Mo.
 Christopher JewelryRolla, Mo.
 Atchison JewelrySt. James, Mo.
 L. G. Johnson, Agent.....Newburg, Mo.
 Gammon Jewelry Co.....1964 S. Glenstone, Springfield, Mo.
 Hocklander Jewelry.....South at Walnut, Springfield, Mo.
 Sullivan's Jewelry.....Aurora, Mo.
 R. D. Dawson Co.....40 N. Main, Miami, Okla.
 Baxter Jewelry Co.....1107 Military, Baxter Springs, Kans.
 Al Williams422 Broadway, Pittsburg, Kans.
 Pfeiffer Jewelry Co.....1810 Main St., Parsons, Kans.
 Suit's Jewelry418 Broadway, Monett, Mo.
 Tick O' Time Jewelry.....712 Main St., Joplin, Mo.
 H. L. BartonCherryvale, Kans.
 Ogden Jewelry Co.....Neodesha, Kans.

John Sloop, Jr.Lyons, Kans.
 Clark Gumm120 N. Broadway, Wichita, Kans.
 Dale's Jewelry114 E. 21st St., Wichita, Kans.
 Huff JewelersEllsworth, Kans.
 Helzberg's Diamond Shop.....3132 Troost Ave., Kansas City, Mo.
 Helzberg's Jewelers.....1100 Walnut Ave., Kansas City, Mo.
 Mace JewelryUnion Station, Kansas City, Mo.
 Martyr Jewelry Co.....5512 St. John, Kansas City, Mo.
 Winklers' Jewelry717 Minnesota, Kansas City, Kans.
 J. F. Gambrill709 Central Ave., Kansas City, Kans.
 Leo Connor, Jr.3120 Strong Ave., Kansas City, Kans.
 Riley's Jewelry6118 Johnson Drive, Mission, Kans.
 Jack BurnsOlathe, Kans.
 Carpenter Jewelry Co.Paola, Kans.
 Bartlesmeyer Jewelry14 E. Wall St., Ft. Scott, Kans.
 L. W. Johnson, Agt.Willow Springs, Mo.
 Humphries Jewelry Co.....Thayer, Mo.
 Wylie Clements.....Jonesboro, Ark.
 J. A. PriceMarked Tree, Ark.
 Gene Lott, Jeweler550 S. Main, Memphis, Tenn.
 Price-Manning JewelryWest Memphis
 C. J. Keil's104 N. Washington, Clinton, Mo.

WESTWARD

EASTERN DIVISION — BURRTON SUBDIVISION

EASTWARD

Service
Rendered
by
Extras

Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin
				Siding	Other	
Miles						
507.8	2S	WICHITA YARD 2.8	F508	YA	RD	ORG CB
510.7		WICHITA HEIGHTS 3.9	F511		107	
514.6	D	VALLEY CENTER 0.0	F515	29	45	
514.6		A. T. & S. F. CROSSING 8.7		Interlocking		
523.3		BENTLEY 8.7	F523		17	
532.0		PATTERSON 5.8	F532		26	
537.8		A. T. & S. F. CROSSING 0.0		Interlocking		
537.8	D	BURRTON 9.2	F539	20	104	
547.0	D	BUHLER 4.5	F547		30	
551.5		MEDORA 0.0	F552		22	
551.5		C. R. I. & P. CROSSING 18.4		Interlocking		
569.9		SAXMAN 4.8	F570		22	
574.7		AMERICAN SALT CO. 0.1	F575		22	
574.8		M. P. CROSSING 2.6		GATE		
577.4	D	LYONS 0.4	F577		37	
577.0		A. T. & S. F. CROSSING 6.8		GATE		
583.8		POLLARD 5.4	F584		20	
589.2		FREDERICK 0.0	F590	14	100	
589.2		M. P. CROSSING 4.9		GATE		
594.1		A. T. & S. F. CROSSING 0.0		GATE		
594.1	D	LORRAINE 13.7	F594		26	
607.8		U. P. CROSSING 0.1		GATE		
607.9	D	ELLSWORTH (100.1)	F608		79	RY

Service
Rendered
by
Extras

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

SOUTHWARD

EASTERN DIVISION—CLINTON SUBDIVISION

NORTHWARD

THIRD CLASS		Communicating Office	Distance from Kansas City Miles	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	THIRD CLASS	
55	59					Siding	Other		58	54
Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.								Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.
	A M 4 30		0.0	KANSAS CITY, MO. (19TH ST. YARD)	C 0	YARD	OGR BCT	P M 7 00		
		DN	1.1	KANSAS CITY, MO. (UNION STATION)		Interlocking				
			5.7	K. C. BELT JCT.						
			5.9	SHEFFIELD JCT.		Interlocking				
			6.0	SHEFFIELD	D 6	23	19			
	4 55 A M 5 01		7.0	CENTROPOLIS	D 7			3 43 P M 3 33		
	5 05		8.4	LEEDS JCT.	D 8					
	5 17		9.9	LEEDS	D10	12	33	3 30		
			11.3	B. V. JCT.				3 20		
			16.0	DODSON						
	5 24		18.0	HOLMES	D18	28		3 14		
	5 38	D	22.7	GRANDVIEW	D23	31	23	3 07		
	5 44		25.3	BELVIDERE	D25		31	3 01		
	6 00		28.2	BELTON	D28	36	30	2 55		
	6 16		36.7	PECULIAR	D37		21	2 40		
				M. P. CROSSING		GATE				
	6 40	D	45.2	HARRISONVILLE	D45	18	129	2 25		
	6 55		51.8	EAST LYNNE	D52		121	2 00		
	7 11		59.5	LATOUR	D60		30	1 40		
	7 35		69.6	BLAIRSTOWN	D70	13	21	1 16		
	7 45		74.9	MAURINE	D75	28		1 05		
	8 00		79.5	HARVEY	D80		20	12 55		
A M 6 00	8 50 A M	D	86.8	CLINTON	D87	YARD	GR BCT	12 30 P M	A M 10 45	
				M.-K.-T. CROSSING		GATE				
6 32			98.7	DEEPWATER	D 99		11		10 16	
6 55			107.2	LOWRY CITY	D107	26	15		9 30	
7 15		D	115.1	OSCEOLA	D115	17	68	R	8 55	
8 00		D	132.3	WEAUBLEAU	D132		26		8 05	
8 15			138.6	FLEMINGTON	D139	18	25		7 42	
9 00		D	153.6	BOLIVAR	D154	12	63	R	7 05	
9 30			172.9	WALNUT GROVE	D173		27		5 56	
9 45			182.7	WILLARD	D183		18		5 25	
10 00			181.8	J. A. JCT.					5 03	
10 30 A M		DN	181.8	SPRINGFIELD YARD	239	YARD	OGR YCB		5 00 A M	
Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.			(86.2) (105.6) (181.8)				Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	
55	59							58	54	

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

SOUTHWARD

EASTERN DIVISION — KANSAS CITY SUBDIVISION

SECOND CLASS					Distance from Kansas City Miles	STATIONS	Communicating Office	FIRST CLASS
137	131	133	139	235				101 The Southland
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	
					2.0	KANSAS CITY, MO. (UNION STATION) 1.2	DN	A M 9 40
						TWENTY-NINTH STREET		
					1.8	KANSAS CITY, MO. (19TH ST. YARD) 1.8		
					2.0	K. C. TERM. CR. 0.4		
						TWENTY-NINTH STREET 1.8		
9 30	8 40	9 45	7 00	3 00	3.9	ROSEDALE, KAN. 4.5	DN	
					8.4	MERRIAM 5.5	D	
					13.9	LENEXA 6.6	D	9 59
					20.5	OLATHE 4.3	D	10 07
					24.8	MOSS 0.6		
					25.4	BONITA 4.7		
					30.1	SPRING HILL 6.1	D	
					36.2	HILLSDALE 8.7	D	10 23
					42.9	PAOLA 0.2	25	10 32
					43.1	M. P. CROSSING 5.2		
					48.3	HENSON 5.8		
					54.3	FONTANA 7.5	D	10 44
					61.7	LA CYGNE 5.7	D	10 52
					67.4	BOICOURT 8.8		
					74.0	PLEASANTON 7.8	D	11 06
					81.9	PRESCOTT 4.1	D	11 14
					86.0	FULTON 5.7		
					91.7	HAMMOND 5.3	D	
					98.0	M.-K.-T. CROSS. 0.6		
A M 12 10 A M	10 50 P M	P M 12 01 P M	9 30 A M	7 00 A M	98.6	FT. SCOTT	DN	11 35 A M
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(98.6)		Arrive Daily
137	131	133	139	235				101

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

EASTERN DIVISION — KANSAS CITY SUBDIVISION

NORTHWARD

FIRST CLASS	Fuel, Water, Turn Table, Wye, Sid. Clink, Bulletin	Station Number	STATIONS	Track Capacity		SECOND CLASS				
				Siding	Other	38	136	236	130	134
102 The Southland										
Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
P M 7 30	TYCB	C 0	KANSAS CITY, MO. (UNION STATION)	YA	RD					
			1.2 TWENTY-NINTH STREET	Interl	ocking YA					
	OGR TYCB	C 0	KANSAS CITY, MO. (19TH ST. YARD)	YA	RD	A M 11 59	P M 1 00 P M	P M 4 30	P M 11 59	A M 2 00 A M
			1.6 K. C. TERM. CR.	Interl	ocking					
			0.4 TWENTY-NINTH STREET	Interl	ocking YA					
			1.0 ROSEDALE, KAN.	YA	RD					
	CB	C 4	4.5 MERRIAM							
		C 8	5.6 LENEA		164					
		C14	8.6 OLATHE		112					
6 41	Y	C21	4.3 MOSS		114					
		C24	0.6 BONITA		121					
		C25	4.7 SPRING HILL		15					
		C90	8.1 HILLSDALE		32					
		C98	8.7 PAOLA		19					
8 6 20	RB	C43	0.2 M. P. CROSSING	Interl	ocking					
		C48	5.2 HENSON	125	13					
		C54	5.8 FONTANA	132	14					
		C62	7.6 LA CYGNE	137	36					
		C67	5.7 BOICOURT	100						
		C74	6.6 PLEASANTON	125	75					
		C82	7.9 PRESCOTT	130	18					
		C88	4.1 FULTON		23					
		C92	5.7 HAMMOND	128	13					
			6.3 M.-K.-T. CROSSING							
5 20 P M	OGR TCB	C99	0.6 FT. SCOTT	YA	RD	5 45 A M	9 25 A M	2 00 P M	9 00 P M	9 45 P M
Leave Daily			(98.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
102						38	136	236	130	134

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

SOUTHWARD

EASTERN DIVISION — ASH GROVE SUBDIVISION

THIRD CLASS	SECOND CLASS					Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS
	143	131	133	139	235					137	101
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles		Leave Daily	
A M 6 00	P M 10 50	P M 12 01	A M 9 30	A M 7 00	A M 12 10	98.6	FT. SCOTT 4.1	DN	A M 11 45
6 10	11 03	12 14	9 40 A M	7 15	12 20 A M	102.7	EDWARD 6.4		11 51
6 20	11 11	12 22		7 25		109.1	GARLAND 6.4		11 58 P M
6 40	11 19	12 30		7 35		115.6	ARCADIA, KAN. 2.9	D	12 05
						118.4	K. C. S. CROSSING 6.4		
						123.8	M. P. CROSSING 0.3		
6 55	11 30	12 41		7 50		124.1	LIBERAL, MO. 7.6	D	12 14
7 05	11 39	12 50		8 00		131.7	IANTHA 7.0		12 22
7 20	11 49	1 05 ²³⁶		8 29 ¹³⁶		138.7	LAMAR 0.4	D	12 34
						139.1	M. P. CROSSING 10.3		
7 40	A M 12 02	1 18		8 41 ¹⁴²		149.4	DIX 1.6		12 45 ²³⁶
						150.9	GOLDEN CITY 7.7	D	12 47
8 07 ¹³⁶	12 14	1 29		8 52		158.6	LOCKWOOD 3.4	D	12 55
8 15	12 19	1 34		8 57		162.0	DUMBECK 3.6		12 58
						165.5	GREENFIELD 5.1	D	1 02
8 40	12 30	1 45		9 08		170.6	PILGRIM 5.3		1 07
9 00	12 37	1 53		9 16		176.9	EVERTON 7.4		1 13
9 15	12 50	2 02		9 25		183.3	ASH GROVE 6.4	D	1 21
9 30	1 01	2 12		9 35		189.7	BOIS D'ARC 4.8		1 28
	1 09	2 18				194.5	ELWOOD 3.8		1 33
9 40	1 15	2 23		9 45		198.3	NICHOLS 2.3		
10 00 A M	2 15 A M	3 00 P M		10 10 A M		200.6	SPRINGFIELD YARD	DN	
						198.3	NICHOLS 3.7		1 40
						202.0	SPRINGFIELD	D	2 00 P M
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(102.0) (103.4)		Arrive Daily
143	131	133	139	235	137				101

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

EASTERN DIVISION — ASH GROVE SUBDIVISION

NORTHWARD

FIRST CLASS	Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS					THIRD CLASS
			Siding	Other		38	136	236	130	134	142
102 The Southland						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.
Arrive Daily						AM	AM	PM	PM	PM	AM
8 5 10	C 99	FT. SCOTT 4.1	YARD	ORG TCB		5 40	9 25	2 00	8 55	9 45	10 10
4 58	C103	EDWARD 5.4				5 30 AM	9 13	1 51	8 45 PM	9 25	9 55
4 51	C109	GARLAND 6.4	106	8			9 05	1 43		9 17	9 45
4 44	C116	ARCADIA, KAN. 2.9	71	YARD			8 57	1 35		9 09	9 35
		K. C. S. CROSSING 5.4	Interlocking								
		M. P. CROSSING 0.3	Interlocking								
4 36	C124	LIBERAL, MO. 7.6	108	32			8 47	1 25		8 58	9 25
4 28	C132	IANTHA 7.0		32							
8 4 20	C139	LAMAR 0.4	86	63			8 29 ²³⁵	1 05 ¹³³		8 40	9 01
		M. P. CROSSING 10.3	Interlocking								
4 00	C149	DIX 1.6	114				8 17	12 45 ¹⁰¹		8 27	8 41 ²³⁵
3 58	C151	GOLDEN CITY 7.7		56			8 15 ¹⁴²				8 20 ¹³⁶
3 50	C159	LOCKWOOD 3.4	56	80			8 07 ¹⁴³				7 55
3 46	C162	DUMBECK 3.6	128				8 02	12 05 PM		8 12	7 25
3 42	C166	GREENFIELD 5.1		15							7 15
3 36	C171	PILGRIM 5.3	124				7 50	11 53		8 01	7 05
3 29	C176	EVERTON 7.4	80	12			7 42	11 45		7 55	6 55
3 21	C183	ASH GROVE 6.4	23	25							6 40
3 14	C190	BOIS D'ARC 4.8	40	6							
	C195	ELWOOD 3.8		10							
	242	NICHOLS 2.3					7 10	11 10		7 25	6 10
	239	SPRINGFIELD YARD	YARD	ORG CB			7 00 AM	11 00 AM		7 15 PM	6 00 AM
3 05	242	NICHOLS 3.7									
3 00 PM	239	SPRINGFIELD	YARD	ORG YCB							
Leave Daily		(102.0) (103.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
102						38	136	236	130	134	142

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

SOUTHWARD

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

	THIRD CLASS					Distance from Kansas City	STATIONS	Communicating Office	FIRST CLASS	
	241	133	235	135	131				The Southland	101
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles			Leave Daily	
						202.0	SPRINGFIELD	D	P M 2 45	
						202.9	M. P. CROSSING			
						203.0	M. K. JCT.	} 312		
						208.2	W. S. JCT.			
	AM 4 00	P M 4 00	P M 1 45	P M 1 00	A M 3 45		SPRINGFIELD YARD	DN		
							EASTERN JCT.			
							TEED			
						208.2	W. S. JCT.			
						211.7	TURNER			
						219.0	ROGERSVILLE			
						228.6	FORDLAND			
						231.5	DIGGINS			
						236.8	SEYMOUR	D	3 26	
						243.2	CEDAR GAP			
						248.9	MANSFIELD	D	3 42	
						260.2	NORWOOD			
						269.5	MOUNTAIN GROVE	D	3 48	
						279.1	CABOOL	D	3 42	
						289.3	WILLOW SPRINGS	D	3 40	
						298.2	BURNHAM			
						303.4	POMONA			
						306.1	OLDEN			
						314.4	WEST PLAINS	D	3 16	
						325.2	BRANDSVILLE			
						330.8	KOSHKONONG			
	P M 1 30	8 15 P M	5 45 P M	4 45 P M	7 30 A M	339.8	THAYER	DN	3 50 P M	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.8) (139.7)		Arrive Daily	
	241	133	235	135	131				101	

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

**CURRENT RIVER BRANCH—
WILLOW SPRINGS SUBDIVISION**

SOUTHWARD **NORTHWARD**

HOXIE BRANCH—MEMPHIS SUBDIVISION

SOUTHWARD **NORTHWARD**

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Station Number	Track Capacity		Service Rendered by Extras
					Fuel, Water, Turn- Table, Wye, Sid. Clock, Bulletin	Siding Other	
		Miles					
	D	293.3	WILLOW SPRINGS	C293	YCB	YA RD	
		298.8	HUTTON VALLEY	S299		6	
	D	309.7	MOUNTAIN VIEW	S310		32	
		317.1	MONTIER	S317		24	
	D	322.2	BIRCH TREE	S322		33	
	D	331.9	WINONA	S332	Y	84	
		343.8	FREMONT	S344		44	
	D	354.9	CHICOPEE	S355		55	
		(81.6)					

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Station Number	Track Capacity		Service Rendered by Extras
					Fuel, Water, Turn- Table, Wye, Sid. Clock, Bulletin	Siding Other	
		Miles					
	D	398.0	HOXIE	C398	RYBC	YA RD	
	D	399.5	WALNUT RIDGE	SC400		111	
		402.4	WALPORT	SC402		163	
		409.2	SHANNON	SC409		12	
	D	413.2	POCAHONTAS	SC413		118	
		(15.2)					

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

NORTHWARD

FIRST CLASS		Station Number	STATIONS	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS				THIRD CLASS	
102 The Southland	Arrive Daily			Siding	Other		136	236	134	138	240	
PM 2 15		239	SPRINGFIELD 0.6	YARD								
			M. P. CROSSING 0.1	Interlocking								
1 55			M. K. JCT. 3.2	117								
			W. S. JCT. 3.2									
		239	SPRINGFIELD YARD 3.0			OGR YCB	AM 7 00	AM 9 00	PM 6 00	AM 2 00 -AM	PM 1 30 -PM	
			EASTERN JCT. 0.1									
			TEED 3.0									
			W. S. JCT. 5.6									
		C212	TURNER 7.3		48							
		C219	ROGERSVILLE 7.6	108	28							
		C227	FORDLAND 5.0	68	23							
		C232	DIGGINS 6.1	110	4							
1 11		C237	SEYMOUR 8.6	60	46							
		C243	CEDAR GAP 5.7	112	4							
12 57		C249	MANSFIELD 11.3		125							
		C280	NORWOOD 9.3	107	26							
12 25		C270	MOUNTAIN GROVE 9.6	102	91	R						
12 08		C279	CABOOL 14.2	111	98							
11 48		C293	WILLOW SPRINGS 4.9	117	YARD	RYCB						
		C298	BURNHAM 5.2		55							
		C303	POMONA 2.7		4							
		C306	OLDEN 8.3	115	5							
11 20		C314	WEST PLAINS 10.8	104	198							
		C325	BRANDSVILLE 5.6		5							
		C331	KOSHKONONG 9.0	109	36							
10 40 A M		C340	THAYER (137.8)	YARD		OGR TCB	1 50 A M	4 50 A M	1 00 P M	10 15 P M	4 00 A M	
Leave Daily			(139.7)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
102							136	236	134	138	240	

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

LEPANTO BRANCH—MEMPHIS SUBDIVISION
SOUTHWARD NORTHWARD

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Other Track Capacity	Service Rendered By Extras
	Miles						
	449.6		TYRONZA JCT. 9.0	C450			
	458.6		LEPANTO (9.0)	SA459	62		

MARION-HULBERT BRANCH MEMPHIS SUBDIV.
SOUTHWARD NORTHWARD

Service Rendered By Extras	Distance from Kansas City	Communicating Office	STATIONS	Station Number	Other Track Capacity	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Service Rendered By Extras
	Miles						
	473.6		MARION 2.5	C474			
	476.1		MO. PAC. BY CROSSING 0.1	Interlocking			
	476.2		PRESLEY JCT. 2.2		7		
	478.4	D	WEST MEMPHIS 1.0	SB478	400	CB	
	479.4		HULBERT (6.8)	SB479			

SOUTHWARD

EASTERN DIVISION—MEMPHIS SUBDIVISION

THIRD CLASS		SECOND CLASS					Distance from Kansas City	Communicating Office	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	FIRST CLASS	
243	133	235	135	833	131	835					Miles	The Southland	101
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily		
A M 4 00	P M 8 15	P M 5 45	P M 4 45		A M 7 30				OGR TCB	P M 6 00		
							339.8	DN	THAYER, MO.			
							342.3	D	MAMMOTH SPG. ARK.			
							360.3		KING			
							358.3	D	HARDY		6 26	
							363.0		BAKER			
							368.4		WILLIFORD		6 38	
							375.2	D	RAVENDEN		6 47	
							380.7	D	IMBODEN		6 53	
							388.9	D	BLACK ROCK	Y	7 04	
							398.0		MO. PAC. CR.			
							398.0	D	HOXIE	RCBY	7 35	
							406.1		SEDGWICK			
							412.1		BONO			
							420.0	2S	JONESBORO	OR CBY	8 15	
							422.2		ST. L. S. W. CR.			
							423.8		NETTLETON			
							423.8		MO. PAC. CR.			
							430.7		BAY			
							435.7		DOBELL			
							436.2		ST. L. S. W. CR.			
							436.6	D	TRUMANN			
							439.9		COON			
							447.4	D	MARKED TREE		8 45	
							449.6		TYRONZA JCT.			
							452.0		TYRONZA			
				P M 3 00		A M 5 00	462.2	D	TURRELL	Y	9 00	
							466.7		CLARKDALE			
							471.9		HARVARD			
							473.6		MARION			
							475.4		CRITCO			
							481.4		BRIDGE JCT., ARK.			
									A. & M. RY. B. & T. CO. CR.			
							483.1		SHELCO, TENN.		9 25	
							483.6	DN	UNION RY. CR.			
							483.8		I. C. CR.			
							484.4	DN	MEMPHIS (CENTRAL STATION)	GR CB	9 45 11 00	
							486.6		UNION RY. CR.			
							490.5		NONCO		11 19	
							491.5		DEMO			
P M 12 30 P M	A M 1 30 A M	11 30 P M	10 00 P M	5 00 P M	11 45 A M	7 00 A M	496.4	DN	TENNESSEE YARD	OGR TCB	11 26 P M	
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(144.6) (166.6)		Arrive Daily	
243	133	235	135	833	131	835					101	

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

EASTERN DIVISION—MEMPHIS SUBDIVISION

NORTHWARD

FIRST CLASS	Station Number	STATIONS	Track Capacity		SECOND CLASS						THIRD CLASS
			Siding	Other	236	834	134	138	136	836	242
102	The Southland				236	834	134	138	136	836	242
Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday
A M 10 35	C340	THAYER, MO. 2.5	YARD		A M 4 50		P M 12 55 P M	P M 10 15	A M 1 50 A M		P M 1 40 P M
	C342	MAMMOTH SPG. ARK. 3.0	53	63							
	C350	KING 8.0	147								
10 09	C358	HARDY 4.7	94	34							
	C363	BAKER 5.4	138								
9 56	C368	WILLIFORD 6.8	67	25							
9 47	C375	RAVENDEN 5.6	72	24							
9 41	C381	IMBODEN 9.2	110	49							
9 30	C390	BLACK ROCK 8.1	58	203							
		MO. PAC. CR. 0.0	Interlocking								
9 20	C398	HOXIE 8.1	171	79							
	C406	SEDGWICK 8.0	135	26							
	C412	BONO 7.9		41							
8 45	C420	JONESBORO 2.2	218	YARD							
		ST. L. S. W. CR. 1.6	Interlocking								
	C424	NETTLETON 0.0	41	57							
		MO. PAC. CR. 6.9	Interlocking								
	C431	BAY 5.0	108	25							
	C436	DOBELL 0.5	31								
		ST. L. S. W. CR. 0.4	Interlocking								
	C437	TRUMANN 3.3		102							
	C440	COON 7.5	136								
8 03	C447	MARKED TREE 2.2	62	310							
	C450	TYRONZA JCT. 2.4									
	C452	TYRONZA 10.2		30							
7 47	C462	TURRELL 4.6	130	73		A M 8 00				A M 12 30 A M	
	C467	CLARKDALE 5.2		28							
	C472	HARVARD 1.7	YARD								
7 35	C474	MARION 1.8		40							
	C475	CRITCO 8.0									
	C481	BRIDGE JCT., ARK. 0.0	68	33							
		A. & M. RY. B. & T. CO. CR. 1.8	Interlocking								
	C483	SHELCO, TENN. 0.8									
		UNION RY. CR. 0.2									
		I. C. CR. 0.6									
7 15		MEMPHIS (CENTRAL STATION) 2.1	Interlocking	YARD							
6 00	C484	UNION RY. CR. 4.0		GATE							
4 45	C490	NONCO 1.0									
	C491	DEMO 4.9									
4 32	C496	TENNESSEE YARD	YARD		12 01 A M	6 00 A M	8 00 A M	6 15 P M	9 00 P M	11 00 P M	5 00 A M
Leave Daily		(144.8) (156.8)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
102					236	834	134	138	136	836	242

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

SOUTHWARD

EASTERN DIVISION — AFTON SUBDIVISION

NORTHWARD

SECOND CLASS		Station Number	Distance from Kansas City	STATIONS	Communicating Office	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
139	137					Siding	Other		38	130
Leave Daily	Leave Daily		Miles					Arrive Daily	Arrive Daily	
A M 9 40	A M 12 20	C103	102.7	EDWARD				A M 5 30	P M 8 45	
		L111	110.8	8.1 ANNA		84				
		L117	117.0	6.2 FARLINGTON		120	26			
			124.2	7.2 A.T.&S.F. CROSSING		Interlocking				
		L124	124.4	0.2 GIRARD	D		170			
		L130	129.6	5.2 BEULAH		130	8			
				6.3 PARSONS SUBDIV. CR.						
		L136	135.9	0.0 CHEROKEE	D	62	YARD	Y		
			136.7	0.8 M. P. CROSSING						
		L141	140.7	4.0 SCAMMON		113	24			
			147.7	7.0 M.-K.-T. CROSSING CARTHAGE SUBDIV. CR.		Interlocking				
		L148	147.7	0.0 COLUMBUS	2S	62	YARD	Y		
		L154	153.8	6.1 NEUTRAL		126				
		L159	159.0	5.2 BAXTER SPRINGS KAN.	D	124	YARD	ORY CB		
			160.7	1.7 MIAMI BRANCH CR.		Interlocking				
		L165	165.3	4.6 QUAPAW, OKLA.		126	94	Y		
		L173	172.5	7.2 MIAMI	D	67	70			
		L179	179.2	6.7 NARCISSA		131				
P M 4 00 P M	3 30 A M	G348	186.7	7.5 AFTON	D	YARD	TC B	1 00 A M	3 30 P M	
Arrive Daily	Arrive Daily			(84.0)				Leave Daily	Leave Daily	
139	137							38	130	

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

MIAMI BRANCH — AFTON SUBDIVISION
SOUTHWARD NORTHWARD

Service Rendered By Extras	Communicating Office	Distance from Kansas City Via Miami	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity		Service Rendered By Extras
						Siding	Other	
	D	172.5	MIAMI	OR YCB	L173	YARD		
		178.7	6.2 CENTRAL MILL		LA170	YARD		
		181.5	2.8 PICHER, OKLA.	Y	LA166		35	
		187.3	5.8 AFTON SUBDIV. CR.			Interlocking		
D		187.3	0.0 BAXTER SPRINGS, KAN.		L159	YARD		
		181.5	5.8 PICHER, OKLA.	Y	LA166		35	
D		195.3	13.8 COLUMBUS, KAN.		L148	YARD		
		195.3	0.0 CARTHAGE SUBDIV. CR.			GATE		
		196.5	0.2 M.-K.-T. CROSSING			GATE		
		204.6	9.1 M. P. CROSSING					
		204.6	0.0 CARONA		LB 205		106	
			(37.9)					

PICHER BRANCH—AFTON SUBDIVISION
SOUTHWARD NORTHWARD

Service Rendered by Extras	Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	Station Number	Track Capacity		Service Rendered by Extras
						Siding	Other	
	D	159.0	BAXTER SPRINGS	OR YCB	L159	124	YARD	
		162.9	2.5 HOCKERVILLE, KAN.		LA163		22	
			3.5 MIAMI BRANCH CROSSING					
		166.4	0.0 PICHER, OKLA.		LA169		50	
		167.8	4.4 CARDIN,		LA168		78	
		171.5	3.7 QUAPAW	Y	L165	126	94	
			(11.1)					

SOUTHWARD

EASTERN DIVISION — PARSONS SUBDIVISION

NORTHWARD

Service
Rendered
By
Extras

Communicating Office	Distance from Kansas City	STATIONS	Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	Station Number	Track Capacity	
					Siding	Other
Miles						
D	115.5	ARCADIA 4.5		C116		22
	120.0	MERTZ 3.0		M120	34	92
	123.0	MULBERRY, KAN. 1.0		M123		3
	124.0	K. C. S. CROSSING 4.2			Interlocking	
	128.2	M. P. CROSSING 0.8			GATE	
	129.1	MINDEN MINES, MO. 7.5		M129		16
	136.6	PITTSBURG, KAN. 0.1	OR YCB	M137	YARD	
	136.7	K. C. S. CROSSING 6.3			GATE	
	142.0	SINCLAIR 2.8		M142		13
	144.8	M. P. CROSSING 0.8			GATE	
	145.6	AFTON SUBDIV. CR. 0.0			GATE	
D	145.6	CHEROKEE 11.2	Y	L136	YARD	
	158.8	McCUNE 4.0		M157	37	26
	160.8	STRAUSS 8.8		M161		18
D	170.6	PARSONS 0.1		M171		40
	170.7	M.-K.-T. CROSSING 8.5			GATE	
	179.2	DENNIS (63.7)		M179		35

Service
Rendered
By
Extras

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

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Rolla Subdivision	Mile	Car Capacity	Station Number	End Connection	Clinton Subdivision (Cont.)	Mile	Car Capacity	Station Number	End Connection
Old Orchard.....	8.7	30	9	East	Livingston.....	83.2	52	D- 83	Both
Tree Court.....	16	56	16	West	Vista.....	119.8	26	D-120	Both
Tyson.....	21.9	165	22	East	Cliquot.....	146.8	26	D-147	Both
Catawissa.....	38.8	12	39	West	Wishart.....	163.9	26	D-164	Both
Leasburg.....	79.6	28	80	East					
Schundler.....	99.1	10	99	East					
Salem Branch					Willow Springs Subdivision				
Sankey.....	94.3	18	A- 94-A	Both	Dunn.....	273.6	16	C-274	South
Hitch.....	110.6	5	A-111	West	Sterling.....	289	4	C-289	North
Howes.....	121.5	19	A-122	Both	Terresita.....	315.5	4	S-315	North
Lebanon Subdivision					Memphis Subdivision				
Wally.....	233.9	62	234	Both	Sloan.....	383.7	55	C-384	Both
Springfield Subdivision					Valley Stone.....	384.5	72	C-385	North
Ozark Branch					Hogan.....	385	70	C-385	Both
Cassidy.....	253	10	A-253	North	Portia.....	392.2	53	C-392	Both
Carthage Subdivision:					Aggie.....	421.4	12	C-421	North
Military.....	334.6	50	F-335	East	Tuck.....	422.8	20	C-423	South
Red Plant.....	324.6	50	H-324	Both	Gilmore.....	458.9	32	C-459	Both
Old Rock, Mo.....	338.4	26	H-338-A	West	Afton Subdivision:				
Old Rock, Kans.....	338.4	8	H-338	West	Commerce.....	177.4	8	LB-177	Both
Horn.....	340.5	2 miles	HB-343	West	Century Line.....	182.3	7 miles	LA-166	North
Hawley.....	339.0	60	J-339	West	Semple.....	185.2	135	LC-185	Both
Wichita Subdivision:					Eagle.....	186.2	30	LC-186	North
Lorena.....	490.3	17	F-490	Both	Treece.....	183.4	100	LB-183	Both
Bonanza.....	498.1	2 miles	F-498-A	West	Cravensville.....	185.5	6	LB-186	North
Beech.....	498.5	15	F-498	Both	Parsons Subdivision:				
Clinton Subdivision					Clemens No. 22.....	119.9	150	M-120-A	South
Alexander.....	11.5	21	D- 11	North	Litchfield.....	133.0	40	M-133	Both
Melville.....	15.4	4	D- 15	South	Atlas.....	139.8	47	M-139	North
Flinn.....	17.7	15	D- 18	North	Maxine.....	142.3	50	J-140	Both
Jeffreys.....	20	11	D- 20	North	Opolis.....	144.4	7.2 miles	J-142	North
Harrelson.....	32.8	36	D- 33	Both	Weir City.....	145.2	3.2 miles	MA-145	Both
					Kansas Ordnance Plant.....	167.0	6 miles	M-167	South

4. SPEED RESTRICTIONS (Continued).	Miles Per Hour Freight	EASTERN Miles Per Hour Freight
Lebanon Subdivision:		
Between MP 118-40 and MP 119-30.....	20	
Newburg, through turnout, west lead switch.....	25	
Through turnouts at both ends of all sidings Lebanon Sub- division speed of 25 MPH is authorized except west end siding Teed.		
Eastward trains MP 134 to MP 123-15 when over 50 per cent of cars exceed 85 gross tons per car.....	30	
Curves between MP 122-9 and MP 122-39.....	50	
123-15 124-10.....	45	
131-19 132-1	45	
134-10 137-10.....	45	
140-1 140-21.....	50	
142-15 145-23.....	45	
148-12 151-37.....	45	
152-35 153	50	
156-5 156-14.....	50	
162-29 163-33.....	45	
166-20 167-6	45	
169 170-28.....	45	
172-19 172-33.....	45	
174-33 175	50	
181-30 and Kurn	50	
Lebanon, through turnout at end of two main tracks when using north track	35	
Between MP 181-6 and MP 182-30 both tracks until engine over crossings	30	
Kurn, through turnout at end of two main tracks.....	45	
Curves between MP 185-35 and MP 188-19.....	50	
Between MP 213-12 and MP 213-33 until engine over cross- ings	50	
Between MP 213-21 and MP 213-23 eastward trains or engines using siding until engine over crossing.....	10	
Curves between MP 216-34 and MP 218-5.....	50	
Between MP 236 and end CTC MP 237-9.....	20	
MP 238-5 until engine over Broadway Ave.....	10	
Between Eastern Jct. and Pine St. Jct.	20	
Between east end of 43 track and Pacific St. Jct.....	10	
Trains and engines move at restricted speed between East- ern Jct. and end CTC MP 237-9 and between Pacific St. Jct. and end CTC MP 237-9.		
Until engine over Campbell Street	10	
Through either crossover just east Main Street.....	10	
Until engine or lead car over Main Street.....	5	
Springfield Subdivision:		
Through turnouts at both ends of all sidings.....	25	
Nichols, Diverging routes	25	
Between MP 250-5 and MP 252-10 until engine over crossings	45	
Engine of Westward trains passing MP 254-42.....	60	
Engine of Westward trains passing MP 260-21.....	45	
Curves between MP 263-26 and MP 264-17.....	60	
Engine of Westward trains passing MP 267-16.....	45	
Between MP 268-30 and MP 269-4 until engine over crossings and through interlocking	40	
Engine of Westward trains passing MP 270-13.....		60
Curves between MP 272-40 and MP 273-20.....		60
274-21 274-38.....		60
Engine of Westward trains passing MP 277-24.....		55
Through turnout at end of two main tracks, Globe.....		50
Curves between MP 279-39 and MP 280-35.....		50
Between MP 282-5 and MP 282-11 (Southwestern Divi- sion Wye)		12
Ozark Branch:		
Engines passing MP A-245-26 and MP A-245-27.....		5
Carthage Subdivision:		
Pierce City, through turnout, Eastern Division Junction...		25
Between MP F-287-12 and MP F-295		35
MP F-298-21 and MP F-299-7, until engine over crossings		20
MP F-311-22 and MP F-314-7, until engine through interlocking and over crossings		20
Mile F-327.1, interlocking, until engine over crossing.....		20
Mile F-343.5, interlocking, until engine over crossing.....		20
Between MP F-358-1 and MP F-360-5.....		30
Mile F-361.1, interlocking, until engine over crossing.....		20
Between MP F-370-5 and MP F-371 until engine over cross- ings		30
Mile F-376.6, interlocking, until engine over crossing.....		20
Between MP F-383-15 and MP F-383-25		30
MP F-386-23 and MP F-387-10, until engine over crossings		30
MP F-397-10 and MP F-397-20		30
Joplin and Galena Branch:		
Joplin:		
Until engine or cars over crossing at Main, Joplin and Wall Streets on Carterville track		5
Between MP H-328-22 and MP H-331-1, until engine over crossings		15
MP H-332-5 and MP H-332-22, until engine over crossings		15
MP H-333-6 and MP H-334-26, until engine over crossings		15
Mile HB-332.8 and Mile H-333.3.....		10
Between MP H-338-27 and MP H-339.....		10
MP H-339-35 until engine over crossing 6:00 p.m. to 6:00 a.m.		10
MP H-341-10 and MP H-347-17		20
Between MP H-347-17 and MP H-347-30 until engine through interlocking and over crossings		20
Tuckahoe Branch:		
Between MP J-332-14 and MP J-332-38 until engine over crossings		10
MP J-332-38 and MP J-334-35, until engine over crossings		15

4. SPEED RESTRICTIONS (Continued).

	Miles Per Hour		EASTERN	
	Psg.	Freight	Psg.	Freight
Wichita Subdivision:				
Between MP F-413-14 and MP F-413-28.....		35		
Between MP F-472-23 and MP F-473-6 until engine over crossings.....		30		
MP F-483-23 and MP F-484-8, until engine through interlocking and over crossings.....		12		
MP F-500-16, until engine over Woodlawn Ave.....		30		
MP F-501-14, until engine over Oliver Street.....		30		
Between MP F-501-15 and MP F-506-16, over crossings and along streets.....		15		
MP F-504-14, westward trains until engine over Ohio Ave.		5		
Mile F-506.4, interlocking, until engine over crossing.....		20		
Mile F-506.6, interlocking, until engine over crossing.....		20		
Burton Subdivision:				
Between MP F-509 and MP F-528.....		25		
Mile F-514.6, interlocking, until engine over crossing.....		20		
Mile F-537.8, interlocking, until engine over crossing.....		20		
Between MP F-537-30 and MP F-538-8, until engine over crossings.....		20		
Between MP F-538 and MP F-545.....		25		
MP F-547-7, until engine over crossing.....		10		
Mile F-551.5, interlocking, until engine over crossing.....		20		
Between MP F-552 and MP F-570.....		25		
Between MP F-589-5 and MP F-594-5.....		25		
Clinton Subdivision:				
37th Street, MP D-9-22 until engine or lead car over crossing.....		10		
Between MP D-5-35 and MP D-11-10.....		20		
MP D-20-2 until engine or lead car over crossing.....		10		
MP D-21-9 until engine or lead car over crossing.....		10		
Belvidere, airport track.....		20		
Between MP D-51-14 and MP D-79.....		20		
D-79.....		25		
D-81-21.....		25		
Between MP D-86-22 and MP D-87-5 until engine over crossings.....		10		
Curves between MP D- 95-23 and MP D- 96.....		25		
D- 98-12.....		25		
D- 98-22.....		25		
D-115-7.....		25		
D-120-19.....		25		
D-120-24.....		25		
D-129-13.....		20		
D-130-4.....		20		
D-144.....		15		
D-144-12.....		15		
MP D-190-24 until engine over crossing.....		15		
Kansas City Subdivision:				
Through turnouts at both ends of controlled sidings.....	25	25		
Mile C-2.0, interlocking, until engine or lead car through limits.....		20	20	
Between MP C-2 and MP C-3-7.....		20	20	
MP C-3-37 until engine or lead car over crossing.....		30	30	
Through crossovers "B" between				
MP C-3-39 and MP C-4-2.....	35	35		
Between MP C-4-2 and MP C-6-3.....		55		
Curves between				
MP C- 7-18 and MP C- 7-39 Both tracks.....	60			
Between MP C-7-46 and MP C-9-43.....		40	40	
Curves between				
MP C-10- 9 and MP C-12-45 Both tracks.....	60			
C-14.....	65			
C-15-45 Both tracks.....	65			
Through crossovers "C" between				
MP C-15-14 and MP C-15-22.....	50	50		
Between MP C-20-11 and MP C-21-22 until engine over crossings.....		40	40	
Through turnout end of two main tracks MP C-26-24.....		50	50	
Through turnout end of two main tracks MP C-37-13.....		50	50	
Ash Grove Subdivision:				
First class trains move at restricted speed between MP C-96-36 and MP C-98-47, Fort Scott, expecting to find main track occupied. Main track between these points may be used without protection against first class trains.				
Through turnouts at both ends of all sidings speed of 25 MPH is authorized except at following locations:				
Arcadia, both ends siding				
Lamar, North end siding				
Lockwood, both ends siding				
Everton, North end siding				
Ash Grove, both ends siding				
Bois D'Arc, both ends siding.				
Between MP C-98-35 and MP C-98-39.....		10	10	
Between MP C-98-47 and MP C-100-33 until engine over crossings.....		30	30	
Edward, through turnouts.....		25	25	
Curves between MP C-102-25 and MP C-103-37.....		50	45	
C-104-32.....		55		
C-105- 2.....		55		
C-105-31.....		65		
C-106-14.....		65		
C-106-15.....		55		
C-106-30.....		55		
C-114-19.....		65		
C-114-31.....		65		
C-115-15.....		45	45	
C-115-30.....		45	45	
C-116-12.....		55		
C-116-20.....		55		
C-118- 5.....		60		
C-118-13.....		60		
C-119- 7.....		65		
C-119-17.....		65		
C-120-23.....		65		
C-121.....		65		
C-128-28.....		65		
C-128-37.....		65		
C-137-24.....		60		
C-139- 4.....		60		
C-159-18.....		60		
C-159-28.....		60		
C-162-7.....		60		
C-164-18.....		60		
C-165-3.....		55		
C-165-24.....		55		
C-165-29.....		60		
C-165-16.....		60		
C-167-17.....		40	40	
C-167-37.....		40	40	
C-168-15.....		60		
C-168-27.....		60		
C-171-33.....		60		
C-175-37.....		60		
C-176.....		55		
C-176-17.....		55		
C-177-13.....		60		
C-186-20.....		60		
C-193-30.....		60		
C-193-39.....		60		
Mile C-198.3, diverging route.....		25	25	

4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgt.	Freight
First class trains move at restricted speed between MP C-200-39 and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Willow Springs Subdivision:		
Between East end of 43 track and Pacific St. Jct.....	10	10
Pacific St. Jct. and Pine St. Jct.	20	15
Pine St. Jct. and M. K. Jct. (Southward movements)	20	20
M. K. Jct. and Pine Street Jct. (Northward movements)	10	10
First class trains move at restricted speed between MK Jct. and Springfield passenger station expecting to find main track occupied. Main track between these points may be used without protection against first class trains.		
Until engine or lead car over Main Street.....	5	5
Through either crossover just east Main Street.....	10	10
Until engine over Campbell Street	10	10
Through turnouts at both ends of all sidings speed of 25 MPH is authorized except at following locations:		
Teed, west end siding		
Fordland, both ends siding		
Seymour, both ends siding		
Cabool, south end siding		
Willow Springs, north end siding		
West Plains, north end siding		
Mile C-202.9 through interlocking	15	15
Engine of Northward trains passing MP C-204-15.....		45
Through turnout at MP 235-4 and MP C-206-10.....	35	35
Between MP 235-4 and MP C-206-10.....	35	35
Curves between MP C-206-10 and MP C-214-39.....	50	50
C-215-5 C-231-6	60	
C-243 C-244-25.....	50	50
Between .....MP C-244-25 C-245-32.....	40	40
Curves between MP C-245-32 C-251-27.....	50	50
C-251-27 C-254	45	45
C-254-2 C-266-33.....	55	
Engine of Southward trains passing MP C-259-34.....		50
Curves between MP C-266-33 and MP C-267-22.....	45	45
C-267-33 C-269-6	55	
Between .....MP C-269-6 C-269-29.....	20	20
Curves between MP C-269-29 and MP C-280-16.....	55	
C-280-28 C-281-12.....	45	45
C-286-37 C-299-21.....	55	
C-299-21 C-309-37.....	50	50
C-309-39 C-319	65	
Between MP C-313-20 and MP C-315-15 until engine through these limits	45	45
Curves between MP C-319-11 and MP C-325-36.....	55	
C-325-37 C-326-7	50	50
C-326-16 C-336-26.....	55	
Engine of Northward trains passing MP C-331-3		50
Curves between MP C-336-29 and MP C-337-9	40	35
C-337-19 C-338-34.....	55	
Through turnout north end No. 1 track, Thayer.....	25	25
Between .....MP C-339-14 and MP C-339-39.....	20	20
Current River Branch:		
Between Winona and Fremont:		
On tangent		20
On curves		15
Between Fremont and Chicopee		15
MP S-327-1 until engine over crossing.....		10

EASTERN
MPH
Psgt. Freight

Memphis Subdivision:

Between MP C-339-14 and MP C-339-39	20	20
Through turnout South end No. 1 track, Thayer.....	20	20
Through turnouts at both ends of all sidings speed of 25 MPH is authorized except at following locations:		
Mammoth Springs, both ends siding		
Hardy, south end siding		
Ravenden, both ends siding		
Black Rock, both ends siding		
Marked Tree, both ends siding		
Bridge Junction, south end siding		
Curves between MP C-340-26 and MP C-342-5		45
C-342-10 C-342-26.....	40	40
C-343-8 C-348-7		45
C-348-7 C-357-4	45	45
C-372-7 C-374-13.....	45	45
C-398-20 C-409-1	60	60
C-413-5 C-416-18.....	65	
Between MP C-419-6 and MP C-420-22.....	20	20
Over St. L. S. W. crossing MP C-422-7.....	40	40
Engine of Northward trains passing MP C-423-31.....		60
Curves between MP C-447-8 and MP C-447-20.....	60	60
Through Southern Division Turnout Turrell	25	25
Engine of Northward trains passing MP C-464-1		60
Through turnouts end of two main tracks, MP C-471 and MP C-475-17	35	35
Through crossovers near MP C-473-11.....	25	25
Between Harvard and Critco on west track.....	35	35
Engine of Southward trains passing MP C-480-21.....		35
Curves between MP C-480-25 and MP C-480-35.....	55	45
Over A. & M. Ry. B. & T. Co. Cr. Bridge Jct.....	30	30
Over Mississippi River Bridge	25	25

The following will govern operation of engines over Mississippi River Bridge restricted section which is indicated by "restricted section" signs located 339 feet north and 452 feet south of the north through-truss span:

Enginemen must use minimum throttle position necessary to move train when engine on restricted section, drifting when possible.

Following maximum throttle positions govern:

Horsepower In Service	Speed	Maximum Throttle Position
3500 and under	0 - 25 MPH	8th
3501 - 5250	11 - 25 MPH	8th
	8 - 10 MPH	7th
	0 - 7 MPH	Throttle Off
5251 - 7000	13 - 25 MPH	8th
	10 - 12 MPH	7th
	8 - 9 MPH	6th
	0 - 7 MPH	Throttle Off
	Over 7000	20 - 25 MPH	8th
	15 - 19 MPH	5th
	0 - 14 MPH	Throttle Off

When speed is below 8 MPH with 3501-7000 HP engine, or below 15 MPH with over 7000 HP engine in service, power must be shut off and be governed by the following:

SOUTHWARD TRAIN: If engine stops on restricted section, train will be backed off bridge, using light throttle, if necessary, to start train.

NORTHWARD TRAIN: If engine stops on restricted section of bridge, no attempt will be made to start train; and if helper is not available to start train from rear, it will be necessary to cut train at south end of bridge and double to Bridge Junction.

When doubleheading, the power of second engine shall not be used over restricted section of bridge.

4. SPEED RESTRICTIONS (Continued).

Trains must not be accelerated while engine moving over restricted section. Trains should be controlled so that light brake applications only will be required. Use of independent or dynamic brakes over restricted section is not permitted.

Horsepower for the above purpose only is computed as follows:

Tonnage Class	Horsepower	MPH	
		Psg.	Freight
82	3600		
52	2500		
50	1750		
42	1500		
All others	1000		
Shelco, over end two main tracks.....		15	15
First class trains move at restricted speed between Shelco and Memphis, on both tracks expecting to find main track occupied. Either track between these points may be used without protection against first class trains.			
Memphis, through interlocking.....		10	10
Memphis, on curves Central Station tracks.....		15	15
Between Memphis and Mile C-485.9.....		20	20
Between Mile C-485.9 and Nonco.....		30	30
Memphis, over street crossings.....		20	20
Nonco, through turnout.....		30	30
Demo, through turnout.....		50	50
Between MP C-491-3 and MP C-494-20½ on both tracks.....		20	20
Tennessee Yard, through main track turnout.....		25	25
Marion-Hulbert Branch:			
MP SB-476 until engine over crossing.....			5
Afton Subdivision:			
Through turnouts at both ends of controlled sidings.....			25
Edward, through turnouts.....			25
Between MP L-124-9 and MP L-125-13, until engine over crossings.....			20
MP L-135-23 and MP L-136-26, until engine through these limits.....			20
MP L-147-24 and MP L-148-12, until engine through these limits.....			20
MP L-148-19, over switch on both tracks.....			25
MP L-158-35 and MP L-160-23, until engine through these limits.....			20
MP L-171-23 and MP L-173-6, until engine through these limits.....			20
Picher Branch:			
Curves between LA-163 and LA-169.....			15
Miami Branch:			
Miami, North Main Street, 3rd Street North and 3rd Street South, until engine over crossings.....			5
Between MP L-173 and MP LB-175, until engine over street crossings.....			10
Between MP LB-175 and MP LB-186.....			25
Central Mill, until engine over crossings.....			10
Curves between MP LB-181 and MP LB-184.....			20
MP LB-182, Picher wye, South leg.....			15
Picher wye, North leg.....			10
Picher, until engine over Highway 69.....			10
Curves between MP LC-183 and MP LC-185.....			20
LB-194 LB-195.....			25
Between MP LB-195 and MP LB-196 until engine over street crossings.....			10
Curves between MP LB-196 and MP LB-202.....			25
LB-202 LB-203.....			10
Parsons Subdivision:			
Between MP M-115-20 and MP M-129-5.....			25
Mile M-124.0, interlocking, until engine over crossing.....			20
Between MP M-131-3 and MP M-131-11.....			10
Pittsburg:			
Until engine or lead car over crossings.....			10
MP M-137-24, until engine over crossing.....			5
Between MP M-169-32 and MP M-172-10, until engine over crossing.....			20

5. OTHER SPEED RESTRICTIONS

Trains Handling:	MPH
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
Partially loaded tank cars (contents less than 85% of gallon capacity) may be handled only in trains authorized by Chief Dispatcher, and must be handled near head end, with speed restricted to 10 MPH below speed board markings on curves.	
Loaded Ribbon Rail cars restricted to 10 MPH below speed board markings on curves.	
On Subdivisions where maximum speed of freight trains is in excess of 45 MPH, trains handling any of the following:	
(a) 40 or more cars of coal.	
(b) 20 or more cars of company chatt.	
(c) Loaded Ribbon Rail cars.	
Maximum speed of such trains.....	45
On Willow Springs Subdivision trains handling 40 or more cars of company chatt:	
Between MP C-206 and MP C-210.....	35
C-232 C-263.....	35
C-270 C-279.....	35
C-298 C-314.....	35
C-325 C-331.....	35
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	
Company-owned Hoists, Pile Drivers, Air Dump Cars, (except Air Dump Cars SF 96610 to 96627), *Locomotive Cranes or Spreader-Ditchers, Bridge Cranes BC-1, BC-3, Snow Plows SF 99096, 99097 and 105288, moving on own wheels:	
*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.	
Company-owned Scale Test Cars equipped with two axles, moving on own wheels, must be moved only in local and extra trains and handled on rear end immediately ahead of caboose, preceded by at least one car having outside length not exceeding 54-ft. 8-in. unless otherwise instructed:	
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 (when moving from terminals where car inspectors are on duty, will be handled without restrictions, unless otherwise instructed):	
	MPH
Rolla, Lebanon and Springfield Subdivisions.....	30
Salem, Ozark and Aurora Branches.....	15
Carthage Subdivision, Joplin-Galena and Tuckahoe Branches.....	25
Wichita and Burrton Subdivisions.....	20
Clinton Subdivision, between J. A. Jct. and Bolivar.....	30
between Bolivar and Leeds Jct.....	20
Kansas City, Ash Grove, Willow Springs and Memphis Subdivisions.....	30
Current River, Hoxie and Lepanto Branches.....	15
Afton Subdivision.....	30
Picher Branch.....	15
Miami Branch.....	20
Parsons Subdivision.....	20
Revenue equipment of the above types will be handled on written instructions of Chief Dispatcher.	

5. OTHER SPEED RESTRICTIONS (Continued).

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

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99023 99025 MPH
Rolla Subdivision—St. Louis to Newburg.....	35	35	45
Cuba - Lead Jct.	15	15	15
Lead Jct. - Buick	25	25	25
Lead Jct. - Salem	15	No	No
Except: Bridges A-105.9, A-109.8	5	No	No
Note: Over bridges A-105.9, A-109.8 separate 100 ton derrick from engine by 3 cars, not exceeding 100,000 pounds gross weight.			
Lebanon Subdivision—Newburg to Springfield	35	35	45
Springfield Subdivision—Springfield to Monett	35	35	45
Aurora Branch—Aurora to Mt. Vernon	15	No	No
Ozark Branch—Springfield to Kissick	10	10	10
Note: Over bridge A-247.6, separate 160 and 250 ton derricks from engine by 2 cars, not exceeding 100,000 pounds gross weight.			
Kissick to Ozark	10	No	No
Carthage Subdiv., Pierce City to Neodesha.....	20	20	20
*Over bridges F-356.1 and F-400.5	20	10	10
Joplin and Galena Branch	20	10	10
Tuckahoe Branch	20	20	20
Except over Bridge HA-333.3	10	No	No
Wichita Subdiv., Neodesha to Wichita Yard.....	20	20	20
*Except over Bridge F-421.8.....	20	10	10
Burrton Subdiv., Wichita Yard to Ellsworth.....	20	No	No
Clinton Subdivision—Kansas City to Clinton	25	No	No
Clinton Subdivision—Clinton to Walnut Grove.....	20	No	No
Clinton Subdivision—Walnut Grove to Springfield..	20	20	20
Kansas City Subdiv., Kansas City to Ft. Scott.....	35	35	45
Ash Grove Subdiv., Ft. Scott to Springfield.....	35	35	45
Willow Springs Subdivision—Springfield to Thayer	35	35	45
Current River Branch—Willow Springs to			
Chicopée	10	No	No
Memphis Subdivision—Thayer to Memphis	35	35	45
Except: Mississippi River Bridge C-482.1.....	25	25	25
Note: Over bridge C-482.1, separate 160 and 250 ton derricks from other parts of train by 1 car, not exceeding 100,000 pounds gross weight, both front and rear of derrick.			
Hoxie Branch — Hoxie to Pochontas.....	20	No	No
Lepanto Branch—Tyronza Jct. to Lepanto.....	10	No	No
Marion—Hulbert Branch, Marion to Hulbert.....	10	10	10
Afton Subdiv., Edward to Afton.....	35	35	45
Picher Branch	15	No	No
Except Quapaw - Century	15	10	10
Miami Branch	15	No	No
Parsons Subdiv., Arcadia to Dennis	20	20	20
*Over all bridges.....	20	10	10
Pittsburg to Opolis	20	20	20
Sinclair to Weir City	10	No	No

*Over Bridges F-356.1, F-400.5, F-421.8 and M-161.7, separate 160 and 250 ton derricks from engine by 3 cars not exceeding 100,000 pounds gross weight.

6. SWITCH LIGHTS.

No switch lights on Parsons and Burrton Subdivisions, Clinton Subdivision between J. A. Junction and Clinton nor on any Branches.

7. BLOCK SIGNALS.

ABS —MP 2-8	{to MP 15-28 (Westward Track)
	{to MP 17-37 (Eastward Track)
CTC—MP 15-28 (North Track)	{to MP 237-9 (Freight line)
17-37 (South Track).....	{to MP 238-16 (Pine St. Jct.)
ABS—MP 238-16 (Pine St. Jct.).....	to Jefferson Ave., Springfield
CTC—MP 241-18.....	to MP 280-26
ABS —MP 280-26.....	to MP 281-31
CTC—MP C- 2-3.....	to MP C- 96-36
ABS —MP C-96-36.....	to MP C- 97-36
CTC—MP C- 98-47.....	to MP L-186- 4
ABS —MP C-102-30.....	to MP C-198- 5
CTC—Nichols.....	to MP C-200-39
ABS —MP C-200-39.....	to MP C-201-23
CTC—MP CA-203-14.....	to MP CA-206-10
CTC—MP C-203-5.....	to MP C-483-6
ABS—Memphis.....	to MP C-490-12
CTC—MP C-490-12.....	to MP C-494-21

TRAIN MEET SIGNS:

*Lamar Siding	MP C-139	Southward trains
Pilgrim	MP C-169-34	Northward trains
Everton	MP C-175-17	Northward trains
	MP C-175-36	Southward trains
Bois D'Arc	MP C-189-30	Northward trains

Trains on main track waiting to meet opposing trains will stop back of sign until opposing train reaches switch.

*Trains using siding for meet or be passed by train must stay north of sign until train holding main track clears the interlocking.

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

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

Lebanon and Kurn designated as	north and south track
Globe and Monett	north and south track
Kansas City and Bonita	east and west track
Hillsdale and Paola	east and west track
Ft. Scott and Edward	east and west track
Harvard and Critco	east and west track
Demo and Tennessee Yard	east and west track

Missouri Pacific crossing Mile 4.9:

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

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

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

Between Lindenwood and beginning CTC MP 15-28 on westward track and between end CTC MP 17-37 and Lindenwood on eastward track, movement of trains with current of traffic will be as prescribed by Rules 251 to 254 inclusive.

When white light displayed at indicator at Highway crossing MP 18-24 Eastward "Stop" signal MP 18-11 displays proceed indication.

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

When white light displayed at indicator near MP C-15-13, southward "Stop" signal MP C-15-14 governing Southward movements on East main track displays proceed indication.

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

When white light displayed at indicator at West end umbrella shed Springfield passenger station "Stop" signal MP C-200-39 displays proceed indication.

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

Aurora: White light displayed at indicator MP 265-35 authorizes movement from pocket track to siding. If no white light displayed, authority for move must be secured from dispatcher.

When white light displayed at indicator at Cherry Street, MP CA-205-30 Southward "Stop" signal, MP C-206-8 displays proceed indication.

When white light displayed at indicator on siding Willow Springs MP C-293-12. Northward "Stop" signal MP C-293-10 displays proceed indication.

Hoxie: White light indicator MP C-397-34, near south leg of wye. White light displayed at indicator authorizes movement from wye track to siding. If no white light displayed, authority for move must be secured from dispatcher.

When white light displayed at indicator at Fisher street MP C-420-17 Northward "Stop" signal MP C-419-18 displays proceed indication.

Bridge detector on Bridge C-436.3, connected with CTC system. When "Stop" signal MP C-436-5 and MP C-436-9 displays "Stop" indication, observe CTC and interlocking rules. If signal remains at "Stop" examine bridge and know bridge safe before passing over.

Between MP 280-26 and Monett passenger station movement of trains will be as prescribed by Rules 261 to 264, inclusive.

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

LOCATION OF SPRING SWITCHES.

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

North Springfield:

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

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

Junction switch between west leg of wye and freight main.

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

Monett MP 280-35.....	East Lead to south track
*Monett MP 282.....	Heating plant spur
Fontana.....	North end siding
Garland.....	Both ends siding
Arcadia.....	North end siding
Liberal.....	Both ends siding
Lamar.....	Both ends siding
Dix.....	Both ends siding
Dumbeck.....	Both ends siding
Pilgrim.....	Both ends siding
Everton.....	South end siding
Baxter Springs.....	South end siding
Afton.....	East end belt track
Diggins.....	North end siding
Mansfield.....	South end MFA track
Norwood.....	North end siding
Mtn. Grove.....	North end siding
Cabool.....	South end siding
Olden.....	North end siding
West Plains.....	North end siding
Koshkonong.....	South end siding
Thayer.....	North end No. 2 track
	South end No. 1 track
King.....	Both ends siding
Baker.....	South end siding
Imboden.....	South end siding

EASTERN

Hoxie.....	South end siding
Sedgwick.....	Both ends siding
Jonesboro.....	North end siding
Bay.....	South end siding
Coon.....	North end siding
MP C-474.....	Hulbert Branch
Bridge Jct.....	North end siding
Shelco.....	Northward main track
MP C-489-19.....	Southward main track

*When not in use leave switch lined for heating plant spur.

9. INTERLOCKINGS.

CTC—AUTOMATIC

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

MoPac crossing, Paola	Mile C- 43.1
M. K. Junction—Mo. Pac. Crossing	Mile C-202.9
A&M Ry. B&T Co. crossing, Bridge Jct.	Mile C-481.4
MKT crossing, Columbus	Mile L-147.7
Miami Branch crossing, Baxter Springs	Mile L-160.7

AUTOMATIC (Rules 663 and 664).

Mo. Pac. crossing	Mile 11.8
MoPac crossing, Aurora	Mile 269.0
Mo. Pac. crossing, Carthage	Mile F-312.7
KCS crossing	Mile F-327.1
Afton Subdiv. and MKT crossing	Mile F-343.5
MKT crossing, Oswego	Mile F-361.1
MKT crossing, Mound Valley	Mile F-376.6
Mo. Pac. crossing	Mile F-506.4
CRI&P crossing	Mile F-506.6
AT&SF crossing, Valley Center	Mile F-514.6
AT&SF crossing, Burrton	Mile F-537.8
CRI&P crossing, Medora	Mile F-551.5
KCS crossing	Mile C-118.4
Mo. Pac. crossing, Liberal	Mile C-123.8
Mo. Pac. crossing, Lamar	Mile C-139.1
Mo. Pac. crossing, Hoxie	Mile C-398.0
St. L.-S. W. crossing	Mile C-422.2
Mo. Pac. crossing	Mile C-423.8
St. L.-S. W. crossing	Mile C-436.2
Mo. Pac. crossing	Mile SB-476.1
AT&SF crossing, Girard	Mile L-124.2
Afton Subdiv. crossing	Mile LC 187.3
KCS crossing, Baxter Springs	Mile H-347.5
KCS crossing, Mulberry	Mile M-124.0

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

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

Color light signal protects crossing with I. C. Ry. Mile C-483.8, 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 LINE	NORMAL POSITION
Carthage Subdivision:		
F-328.1	Tuckahoe Branch	Against Tuckahoe Branch
F-334.9	KCS	Against KCS
F-343.7	Miami Branch	Against Miami Branch
F-349.7	Mo. Pac.	Against Mo. Pac.
F-386.9	Yard Track	Against Yard Track
F-387.0	AT&SF	Against SL-SF
F-401.5	Mo. Pac.	Against SL-SF
Joplin and Galena Branch:		
HB-341.1	MKT	Against SL-SF

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

Joplin Yard Track:		
HB-332.9	Mo. Pac.	Against Mo. Pac.
Tuckahoe Branch:		
J-332.7	Mo. Pac.	Against Mo. Pac.
J-340.4	Carthage Subdiv.	Against Tuckahoe Branch
Wichita Subdivision:		
F-401.5	Mo. Pac.	Against SL-SF
F-414.0	Mo. Pac.	Against Mo. Pac.
F-414.0	AT&SF	Against AT&SF
F-438.6	AT&SF	Against AT&SF
Burton Subdivision:		
F-574.8	Mo. Pac.	Against SL-SF
F-577.0	AT&SF	Against SL-SF
F-589.2	Mo. Pac.	Against SL-SF
F-594.1	AT&SF	Against SL-SF
F-607.8	UP	Against SL-SF
Afton Subdivision:		
L-135.9	Parsons Subdiv.	Against Parsons Subdiv.
L-136.7	Mo. Pac.	Against Mo. Pac.
Miami Branch:		
LB-195.3	Carthage Subdiv.	Against Miami Branch
LB-195.5	MKT	Against Miami Branch
Parsons Subdivision:		
M-128.2	Mo. Pac.	Against SL-SF
M-136.7	KCS	Against SL-SF
Pittsburg:		
Granby Lead	Mo. Pac.	Against SL-SF
Opolis Lead	KCS	Against SL-SF
Water Tank	KCS	Against SL-SF
Wye		
Freight House	KCS	Against SL-SF
Lead		
By-Pass Lead	Mo. Pac.	Against SL-SF
M-145.6	Afton Subdiv.	Against Parsons Subdiv.
M-170.7	MKT	Against SL-SF
Clinton Subdivision:		
D-44.8	Mo. Pac.	Against SL-SF
D-86.2	MKT	Against SL-SF
Memphis Subdivision:		
C-486.5	Union Ry.	Against Union Ry.

11. LOCATION OF YARD LIMITS.

St. Louis to Old Orchard	Neodesha
Cuba (Salem Branch only)	Augusta
Steelville	Wichita
Lead Junction	Lorraine
Salem	Ellsworth
Lead Jct. to Buick	K. C. Belt Jct. to Grandview
Springfield	Harrisonville
Springfield Yard	Clinton
Ozark Branch	Kansas City (19th Street)
Aurora Branch	Fort Scott
Monett	Current River Branch
Carthage	Hoxie Branch
Oronogo	Lepanto Branch
Carl Junction	Marion-Hulbert Branch
Tuckahoe Branch	Shelco to Nonco
Joplin and Galena Branch	Picher Branch
Columbus (Carthage Subdiv.)	Miami Branch
Cherryvale	Afton (Eastern Division)
Between MP F-403-20 and MP F-411-29½	
Between 8:01 a.m. and 8:01 p.m.	
Fredonia	Arcadia to Cherokee (Parsons
Beaumont	Subdiv.)
	Parsons

12. DRAWBRIDGES (Blank).

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

Cuba.....	Salem Branch
Pine St. Jct. and Main Ave.....	Lebanon Subdivision
M. K. Jct.....	Lebanon Sub. and Ozark Branch
J. A. Jct.	Clinton Subdivision
Nichols.....	Ash Grove Subdivision
Aurora.....	Aurora Branch
Monett.....	Ft. Smith Subdivision
Pierce City.....	Eastern Division
Oronogo.....	Joplin and Galena Branch
Carl Junction.....	Tuckahoe Branch
Beaumont.....	Southwestern Division
Edward.....	Afton Subdivision
Willow Springs.....	Current River Branch
Hoxie.....	Hoxie Branch
Tyronza Jct.	Lepanto Branch
Turrell.....	Southern Division
Marion.....	Marion-Hulbert Branch
Cherokee.....	Parsons Subdivision
Columbus.....	Carthage Subdivision
Baxter Springs.....	Joplin and Galena Branch
Quapaw.....	Picher Branch
Afton.....	Eastern Division

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.

5 units—700, 800 series units and units 5005, 5007 and 5140-5152 or combinations thereof, isolate rear unit.

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, 4 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.

900 series units will not be handled in trains, of which engine consists of three 900 series units over Mississippi River Bridge, Memphis.

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

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

(Continued).

- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- **1 Road—3 RD-SW units—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road
- *4 Road—700, 800 series units and units 5005, 5007 and 5140-5152
- **5 Road—700, 800 series units and units 5005, 5007 and 5140-5152
- *6 Road units except 700, 800 series units.
- **1 Road—1 RD-SW—4 Road units
- *—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 E8A, F9 (A&B), F-3 (A&B), F7 (A&B), FP-7-A, Alco freight (B), GP-35, and U25 units. Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

700, 800 series units and units 5005, 5007 and 5140-5152 may be combined to make a 2, 3, 4, or 5 unit engine.

900 series units may be combined with 700, 800 series units and units 5005, 5007 and 5140-5152 only in the following combination:

Number of 900 Series Units	Combination of 700, 800 series units and units 5005, 5007 and 5140-5152
1	3
2	2
3	None

Not more than three (3) 900 series units may be used in an engine consist.

900 series units may be operated only on the following territory:

St. Louis—Monett	Oronogo—Baxter Springs
Kansas City—Tennessee Yard	Carl Jct.—Joplin
Edward—Afton	Monett—Wichita Yard
Marion—Hulbert	Cuba—Butck

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.

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 18(b) cancelled.

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 99, note amended:

Within ABS and CTC limits, trains will not be required to furnish rear end flag protection against a following movement on the same track. EXCEPTION: When instructed to furnish rear end flag protection, protection will have been afforded when a member of the crew has gone back a sufficient distance to insure full protection against trains or engines moving at restricted speed.

Crews are instructed to furnish rear end flag protection between MP C-2-10 and C-116.7 and between MP L-103 and L-161.7.

Rule 712, amended:

Employees, except Special Service Department employees, are prohibited from carrying firearms or other weapons while on duty and/or company property.

Rule 750, amended:

Where passenger train speed not shown in block signal limits, freight train speed will govern.

Rule 883, amended:

Conductors must not allow other duties to interfere with the proper protection of their train.

Rule 927, amended:

Third paragraph reading "When necessary, cars containing perishable or livestock will be brassed by train crew on line of road to avoid delay," is cancelled.

Train Order Form X, amended:

The following example added:

"(7) Extra 600 South handling restricted load(s)

CBQ	91899	
	Ara	
ATSF	93300	
	Cuckoo	
	Dodo Bridges	C59.4
		C85.4
		C96.8

SF	3900	
	Barbet	
	Fenfoot	
	Flamingo	

LIP	58290 NYC 48988 and NW 450	
	Ara	
	Curlew	
	Drongo	

This form of order to be used when oversize and special shipment restrictions apply to cars moving in trains. Be governed by Special Instructions 17.

Both the Dispatcher and Operator must tabulate, as above.

Rule 6, Emergency Stop, of Train Handling Instructions for Transportation and Mechanical Departments dated February, 1965, is revised and the following wording from the first two lines at the top of Page 8 reading:

"... do not allow engine brakes to apply until last 40 feet of stop." is eliminated.

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

Show, circus or carnival trains will not be handled except on instructions of Chief Dispatcher.

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

Triple loads will not be handled in road movement 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.

15. GENERAL INSTRUCTIONS (Continued).

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, tri-level and bi-level cars handling automobiles, and flat cars containing transformers, lading easily susceptible to damage or of high value, 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.

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.

Empty Ribbon Rail cars may be handled in regular trains without speed restriction but must be handled on rear of train.

On Rolla, Lebanon, Ash Grove, Willow Springs and Memphis Subdivisions and on J&G and Salem Branches when have other type cars in train, empty flat cars 85 ft. long or longer without multi-level racks or flat cars 85 ft. 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 restrictions required.

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

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

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

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

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

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

Spring switch at heating plant spur leading out of freight yard lead 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. Normal position of this spring switch will be from freight yard lead track to the heating plant spur. Spring switch rule 104(e) will govern.

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

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

Movements over the following crossings must be protected from ground position unless automatic crossing protection is operating:

Parsons: Main Street, MP M-172.
Joplin: Main, Joplin and Wall Streets on Carterville track.
Springfield: MK siding, National, Fremont and Mill Streets.

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

Parsons: Sixteenth Street.
Galena: Between 6:00 AM and 6:00 PM over Main Street MP H-339-35.

Main Street, Mile HB-339.8. When night signals required, a lighted red fusee must also be displayed on north side of track.

Wichita: Waterman, Lincoln, Gilbert and Morris Streets, Central Avenue, First and Second Streets east of St. Francis Avenue. Cars must not be kicked or dropped over these crossings.

Burrton: Burrton Avenue.

Lyons: North Grand Avenue.

Springfield: Washington Ave.-Phelps Ave. Tracks.

Locust St., West Belt, Southward movements.

Ozark Branch: All crossings Ozark Branch from MK Junction to but not including Sunshine except National, Glenstone, Bennett and Barnes Lane.

Current River Branch: Highway 63, MP S-296.

Hoxie Branch: Walport track Highway 67 crossing.

West Memphis: Woods Street and 7th Street.

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

Ozark Branch: Highway 65—MP A-247

Joplin: 10th and Maiden Lane.

13th and Maiden Lane.

17th and Maiden Lane.

11th and Missouri.

Picher: Century track crossing Highway 69.

Olathe: All crossings on connection to west side.

Greenfield: All crossings on Greenfield Spur.

Tyronza: Team Track—Highway 118.

TRACK RESTRICTIONS

Pacific: MP 36-17. Industry track, engine not permitted beyond clearance.

St. Clair: Do not spot cars east of derail on house track.

Carthage: Engines above 40 bridge class will not use Quarry track more than 300 feet from switch.

Cherryvale: Engines will not use Metal track at Smelter more than 950 feet from crossover switch and will not use tracks 1 and 2, National Zinc Company.

Engines will not use track south of scales, Kansas Milling Company.

American Salt Co.: Engines above 40 bridge class will not use West No. 2 track under mine building.

Frederick: Engines will not exceed 10 mph on Spur track.

Valley Stone: Engine will not be operated past tipple. Speed over track not to exceed 5 mph.

Black Rock: Black Rock Sand and Gravel Co. track can not be used beyond a point 510 feet from point of switch.

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

W. Memphis: Spear and Wood track can not be used beyond entrance to building.

Cherokee: Engines and loaded cars cannot use Hamilton track north of timber trestle located 300 feet north of switch.

Maxine: Engine or cars will not use tracks No. 1 and 2 under tipple of Clemens Coal Company.

Picher Branch: Track between MP LA-162 and MP LA-166 can not be used.

Picher: Engines will not exceed 15 MPH on Century track.

16. PERMISSIBLE LOAD LIMITS.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
St. Louis (Grand Ave.) - Monett.....	(m) 263,000 (a) 315,000	70.4
Cuba - Buick.....	(m) 263,000 (a) 315,000	70.4
Mile A-93.5 - Henpeck.....	177,000	40
Lead Jct. - Salem.....	(b) 177,000	40
M. K. Jct. - Kissick.....	263,000	53.6
Kissick - Ozark.....	(c) 263,000	40.3
Aurora - Mt. Vernon.....	(d) 220,000	40.3
West Belt - Springfield.....	263,000	70.4
Pierce City - Columbus.....	(e) 263,000	63
Columbus - Fredonia.....	(e) 263,000	53.8
Fredonia - Wichita.....	(c) 263,000	53.8
Oronogo - Galena.....	(c) 270,000	53.8
Galena - Baxter Springs.....	(c) 263,000	53.8
Joplin, Bridge HA-333.3.....	220,000	46
J. and G. Jct. - Carl Jct.....	270,000	53.8
Wichita Yard - Saxman.....	263,000	53.8
Saxman - Ellsworth.....	220,000	53.8
Springfield - Weaubleau.....	(c) 263,000	53.8
Weaubleau - Clinton.....	(f) 177,000	43.7
Clinton - Leeds Jct.....	220,000	53.8
Leeds Jct. - Kansas City.....	(c) 263,000	60
Kansas City - Springfield (via Ft. Scott).....	(m) 263,000 (a) 315,000	70.4
Greenfield Spur.....	220,000	53
Springfield - Bridge Jct.....	(m) 263,000 (g) 315,000	70.4
Bridge Jct. - Shelco.....	(h) 220,000 (i) (m) 263,000 (g) 315,000	65.8
Shelco - Tennessee Yard.....	(m) 263,000 (g) 315,000	69
Willow Springs - Mountain View.....	220,000	45
Mountain View - Chicopee.....	177,000	45
Hoxie - Pochahontas.....	(j) 220,000	45
Tyronza Jct. - LePanto.....	220,000	45
Marion - Hulbert.....	263,000	62
Edward - Afton.....	(m) 263,000 (k) 315,000	70.4
Pittsburg - Opolis.....	263,000	53.8
Miami Branch.....	263,000	53
Picher Branch:		
Quapaw - Central Mill.....	263,000	65.8
Other portions of Branch.....	220,000	45
Arcadia - Mertz.....	220,000	53.8
Mertz - Strauss.....	263,000	53.8
Strauss - Dennis.....	220,000	53.8
Sinclair - Weir City.....	177,000	45

- (a) For cars having minimum length of 40-ft. equipped with two 4-wheel 125-ton trucks with wheel diameter of 38-in. or more.
- (b) Permissible to handle cars with gross weight between 177,000 and 220,000 pounds when preceded and followed by at least one car not exceeding 140,000 pounds gross weight. Restrict speed to 5 MPH over Bridges A-105.9 and A-109.8 when handling any car with gross weight in excess of 177,000 pounds.
- (c) Except cars shorter than 40-ft. to be limited to 220,000 pounds. Restrict speed to 10 MPH over Bridge D-165.8 when handling any car with gross weight in excess of 220,000 pounds.
- (d) Permissible to handle cars having gross weight between 220,000 and 240,000 pounds. Restrict speed to maximum of 15 MPH.
- (e) Cars shorter than 40-ft. to be limited to 220,000 pounds. Permissible to handle cars equipped with two 4-wheel 100-ton trucks, and minimum length of 50-ft., having gross weight between 263,000 and 276,000 pounds, with maximum speed restricted to 30 MPH.
- (f) Permissible to handle cars 40-ft. or longer with gross weight between 177,000 and 220,000 pounds if separated from engine and from other cars having gross weight between 177,000 and 220,000 pounds by at least one car with gross weight not exceeding 150,000 pounds.

Restrict speed to 10 MPH over Bridge D-114.7 when handling any car with gross weight in excess of 177,000 pounds.

- (g) For cars having minimum length of 55-ft. equipped with two 4-wheel 125-ton trucks with wheel diameter of 38-in. or more.
- (h) For cars less than 45-ft. in length.
- (i) For cars having minimum length of 45-ft.
- (j) Permissible to handle cars with gross weight between 220,000 and 263,000 pounds between Hoxie and Walport. Restrict speed to maximum of 15 MPH, and 10 MPH over Bridges SC-400.0, SC-401.2, and all bridges on Walport Spur.
- (k) For cars having minimum length of 40-ft., equipped with two 4-wheel 125-ton trucks with wheel diameter of 38-in. or more, when approved by Chief Dispatcher. Restrict speed to 35 MPH between MP L-161 and MP L-162-12.
- (m) Cars having maximum gross weight over 263,000 but not exceeding 286,000 pounds, equipped with two 4-wheel 100-ton trucks, may be handled in designated trains over territory listed below with following restrictions when approved by Chief Dispatcher.

BETWEEN KANSAS CITY AND TENNESSE YARD (VIA FT. SCOTT)

Trains: All trains except connections of 138, 136, 131, 133, 38 and 137.

Speed Restrictions: 50 MPH.

Minimum Length of Car: 50-ft. when handling in trains over Mississippi River Bridge at Memphis.

BETWEEN EDWARD AND AFTON

Trains: All trains except connections of 38 and 137.

Speed Restrictions: 50 MPH, except 35 MPH between MP L-161-0 and MP L-162-12.

BETWEEN ST. LOUIS AND MONETT

Trains: Connections of 31, 36, 438, 439 and Locals.

Speed Restrictions: 50 MPH.

BETWEEN CUBA AND BUICK

Trains: All trains.

Speed Restrictions: None.

Minimum Length of Car: 40-ft.

NOTE: Length of cars determined by listings in "The Official Railway Equipment Register" under headings Dimensions, Outside, Length.

17. OVERSIZE AND SPECIAL SHIPMENT RESTRICTIONS.

Following code words are authorized for use in train orders involving movement of oversize and special shipment, and when so used train men and engine men will be governed by restriction shown as applicable thereto:

CODE WORD	RESTRICTION APPLICABLE
ARA	Load will not clear man on side of engine or car. Give careful handling in yards and passing other equipment.
AUK	Give careful handling at turnouts, crossovers and other sharp curves on yard, interchange or industry tracks. Load may not clear man on side of car or engine when on curved track.
BABBLER	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
BARBET	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
BUFFLE	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
BULBUL	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.
CUCKOO	Dimensions of this load are such it possibly may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
CURLEW	Dimensions of this load are such it possibly may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved by train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
DODO	Train must stop before oversize load reaches bridge or other obstruction, position of load must be observed and approved, and load then moved past obstruction at 5 MPH or less under close observation, prepared to stop instantly.
DRONGO	Restrict speed to 15 MPH below speed board markings on curves.
FENFOOT	Do not switch detached from motive power or other equipment, or permit other cars to be kicked or dropped against this car.
FLAMINGO	Movement of this load must be watched closely and if any indication of shifting or any other irregularity in handling, see properly protected.

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

**ALERT TODAY . . .
ALIVE TOMORROW**

18. 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

19. 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	252,500	160	E-59.1
*99022	386,000	250	E-62.9	99030	196,000	100	E-48.3
*99024	273,800	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				
(Converted Derrick)							

* Diesel.

20. 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
4-8		SW	13	No	25	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
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
500-549	GP-7	RD-SW	42	No	65	39.5	115
550-554		RD-SW	42	No	65	39.5	113
556-599	GP-7	RD-SW	42	No	65	39.5	115
600-618	GP-7	RD-SW	42	Yes	65	39.5	115
619-632	GP-7	RD-SW	42	No	65	39.5	115
700-732	GP-35	FRT.	52	No	70	41.4	115
800-831	U-25	FRT.	52	No	70	41.7	115
900-913	SD-45	FRT.	82	No.	70	**53.6	170
2006-2022	E8-A	PASS.	27	Yes	85	43.7	151
5002, 5006 & 5012	F3-A	FRT.	42	No	65	36.8	109
5005 & 5007	F9-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
5100-5105	F3-B	FRT.	42	No	65	36.8	109
5117	F3-B	FRT. PASS.	42	No	65	36.8	109
5118-5125	F7-B	FRT.	42	No	65	36.8	110
5127-5139	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
5301-5310	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).

**900 series units may be operated only on territory listed in Special Instructions 14.