

SURGEONS

The following surgeons are available for emergency consultation at the points indicated.

| | | | |
|--------------------------------------|----------------|-----------------------------------|--------------|
| William P. Hamilton, M. D. | Aurora | Elmer Beebe, M. D. | Olathe |
| Robert L. Sample, M. D. | Ava | Donald H. Giesler, M. D. | Osceola |
| H. L. Bogan, M. D. | Baxter Springs | Jerome H. Thies, M. D. | Osceola |
| Doyle C. McGraw, M. D. | Bolivar | I. J. Waxse, M. D. | Oswego |
| Ben Herman Koon, M. D. | Bolivar | D. B. Ecker, M. D. | Pacific |
| Gordon W. Riffel, M. D. | Bourbon | Robert E. Banks, M. D. | Paola |
| Donald D. Arthurs, M. D. | Cherryvale | Tyler Eugene Coomer, M. D. | Pittsburg |
| Hugh B. Walker, M. D. | Clinton | Earl E. Miller, M. D. | Pittsburg |
| G. B. Athy, M. D. | Columbus | Dave J. Lyons, M. D. | Pittsburg |
| Forest H. Jones, M. D. | Columbus | S. E. Schlicht, M. D. | Richland |
| F. A. Elders, M. D. | Cuba | E. E. Feind, M. D. | Rolla |
| H. St. Clair O'Donnell, M. D. | EHsworth | James M. Myers, M. D. | Rolla |
| James J. Basham, M. D. | Fort Scott | William R. Lytle, M. D. | Rolla |
| Michael McKenna, M. D. | Fort Scott | J. W. Young, M. D. | Rosedale |
| Francis M. Stone, Jr., M. D. (O) .. | Fort Scott | Thomas J. Mitchell, M. D. | St. Clair |
| Raymond J. Beal, M. D. | Fredonia | Harry K. Purcell, M. D. | St. Louis |
| Robert W. Friggeri, M. D. | Girard | Charles S. Sherwin, M. D. | St. Louis |
| Wesley H. Hall, M. D. | Girard | D. E. O'Reilly, M. D. | St. Louis |
| G. D. Wisdom, M. D. | Jonesboro | Edwin C. Carter, M. D. | St. Louis |
| Louis Munos, M. D. | Jonesboro | Robert M. O'Brien, M. D. | St. Louis |
| V. Dale Alquist, M. D. | Joplin | A. G. Boldizar, M. D. (O) .. | St. Louis |
| J. R. Kuhn, Jr., M. D. | Joplin | Robert C. Drews, M. D. (O) .. | St. Louis |
| B. F. Woolridge, M. D. | Joplin | W. Howard Lewin, M. D. (O) .. | St. Louis |
| W. L. Post, M. D. (O) .. | Joplin | R. E. Mitchell, M. D. | Salem |
| C. L. Young, M. D. | Kansas City | Martin M. Hart, M. D. | Salem |
| J. R. McVay, M. D. | Kansas City | James J. Royce, M. D. | Sarcoxie |
| James R. McVay, Jr., M. D. | Kansas City | H. A. Lowe, Jr., M. D. | Springfield |
| F. E. Wade, M. D. (O) .. | Kansas City | Peter B. H'Doubler, M. D. | Springfield |
| Will R. Eubank, M. D. (O) .. | Kansas City | James M. Giffin, M. D. | Springfield |
| F. H. Johnson, M. D. | Lebanon | John W. Williams, M. D. (O) .. | Springfield |
| James B. Mercer, M. D. | Lenexa | R. B. Stewart, M. D. (O) .. | Springfield |
| A. T. Walker, M. D. | Mammoth Spring | Edward M. Schaeffer, M. D. (O) .. | Springfield |
| C. G. Swingle, M. D. | Marked Tree | Donald E. Menchetti, M. D. | Springfield |
| J. D. Johnson, M. D. | Memphis | Carle H. Schroff, M. D. | Springfield |
| John Ross Wills, M. D. | Memphis | C. W. Cooper, Jr., M. D. | Thayer |
| J. E. Wilson, M. D. (O) .. | Memphis | Joseph H. Poff, M. D. | Truman |
| Hugh Francis, Jr., M. D. | Memphis | Ralph Joseph, M. D. | Walnut Ridge |
| William Battle Malone II, M. D. | Memphis | Julius J. Whittington, M. D. | Walnut Ridge |
| J. E. Highland, M. D. | Miami | Rollin H. Smith, M. D. | West Plains |
| F. T. Kerr, M. D. | Monett | H. R. Hodson, M. D. | Wichita |
| Robert R. Donley, M. D. | Monett | Jack Ellis Moseley, M. D. | Wichita |
| F. A. Moorhead, M. D. | Neodesha | Doyle A. Shrader, M. D. (O) .. | Wichita |

Acute emergencies sent to Emergency Room, St. Mary's Hospital, Clayton, Missouri, will be seen by one of the following surgeons:

Harry K. Purcell, M. D.
Charles S. Sherwin, M. D.
D. E. O'Reilly, M. D.

Edwin C. Carter, M. D.
Robert M. O'Brien, M. D.

Acute emergencies sent to Barnes Hospital, St. Louis, Missouri, will be seen by one of the following surgeons:

Arthur H. Stein, Jr., M. D.

Harry C. Morgan, M. D.

St. Louis-San Francisco Railway Company

EASTERN DIVISION

TIME TABLE

No.

48

EFFECTIVE

Sunday, February 2, 1969

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.

2

...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.

Chief Transportation Officer

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 |
| F. J. Smith..... | Road Foreman of Equip..... | Springfield |
| J. R. Goodson..... | Road Foreman of Equip..... | Kansas City |
| V. C. Stewart..... | Road Foreman of Equip..... | Kansas City |
| L. E. Napier..... | Road Foreman of Equip..... | St. Louis |
| A. Heeb, Jr..... | Road Foreman of Equip..... | St. Louis |
| W. H. Davis..... | Trainmaster - Genl. Agt..... | Ft. Scott |
| M. Latas..... | Trainmaster - Genl. Agt..... | Wichita |
| G. M. Kirk, Jr..... | Trainmaster - Genl. Agt..... | Joplin |
| R. B. Davis..... | Trainmaster..... | Springfield |
| P. A. McGinn..... | Trainmaster..... | Springfield |
| J. M. Ward..... | Trainmaster..... | Thayer |
| E. F. Swope..... | Trainmaster - Roadmaster..... | Ft. Leonard Wood |
| C. B. Matlock..... | Asst. Trainmaster - Genl. Agt..... | Pittsburg |
| N. A. Sutton..... | Genl. Supvr. Safety - Fire Prev..... | Springfield |
| E. H. Harrison..... | Supvr. Safety - Fire Prev..... | Springfield |
| J. K. Vaden..... | Supvr. Safety - Fire Prev..... | Memphis |
| J. D. Williams..... | Chief Dispatcher..... | Springfield |

ST. LOUIS TERMINAL

| | | |
|---------------------|------------------------------------|-----------|
| R. L. Buchanan..... | Superintendent..... | St. Louis |
| J. B. Harvey..... | Asst. Superintendent..... | St. Louis |
| D. L. Patton..... | Trainmaster..... | St. Louis |
| R. J. Hasten..... | Trainmaster..... | St. Louis |
| L. E. Carner..... | Trainmaster..... | St. Louis |
| T. A. Griffith..... | Trainmaster..... | St. Louis |
| G. E. Matthews..... | Asst. Trainmaster - Genl. Agt..... | St. Louis |

KANSAS CITY TERMINAL

| | | |
|---------------------|---------------------------|-------------|
| C. C. Lane..... | Superintendent..... | Kansas City |
| J. V. Hecke..... | Asst. Superintendent..... | Kansas City |
| H. L. Buckner..... | Trainmaster..... | Kansas City |
| G. W. Campbell..... | Trainmaster..... | Kansas City |

SPRINGFIELD TERMINAL

| | | |
|------------------------|------------------------------------|-------------|
| H. J. Lovelady..... | Superintendent..... | Springfield |
| J. E. King..... | Trainmaster..... | Springfield |
| M. L. Thornbrough..... | Trainmaster..... | Springfield |
| T. L. Sullivan..... | Asst. Trainmaster..... | Springfield |
| K. K. Kluthe..... | Asst. Trainmaster - Genl. Agt..... | Springfield |

MEMPHIS TERMINAL (Southern Division)

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

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES AND TRAIN ORDER SIGNALS.

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

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.

MKT trains entering SL-SF main track Paola will not require clearance unless train order signal displays stop indication.

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

Trains will not require clearance at Edward and Turrell.

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.

Trains will use AT&SF Ry. between AT&SF Jct. and AT&SF Ry. station Lyons and 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.

3. MAXIMUM SPEED.

Miles Per Hour
Freight

| | |
|---|----|
| Rolla Subdivision | 55 |
| Salem Branch | 25 |
| Lebanon Subdivision: | |
| Between Newburg and Niangua..... | 55 |
| Niangua and Springfield Yard | 45 |
| 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-328-22..... | 25 |
| MP H-328-22 and MP H-334-26..... | 15 |
| MP H-334-26 and Baxter Springs | 30 |
| Tuckahoe Branch | 25 |
| Wichita Subdivision | 40 |
| Burrton Subdivision | 25 |
| Clinton Subdivision: | |
| Between Springfield and Bolivar | 40 |
| Bolivar and Clinton | 30 |
| Clinton and Leeds Jct. | 35 |
| Kansas City Subdivision | 55 |
| Ash Grove Subdivision | 55 |
| Willow Springs Subdivision | 55 |
| Current River Branch | 25 |
| Memphis Subdivision: | |
| Between Thayer and MP C-390-36..... | 50 |
| Between MP C-390-36 and Tennessee Yard..... | 55 |
| Except regular connection Train QLA..... | 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.

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 5-11..... | 35 |
| MP 5-16 Through turnout at end of two main tracks..... | 20 |
| Between MP 5-11 and MP 5-16 | 20 |
| Between MP 7 and MP 7-18 | 20 |
| 7-18 10-20 | 35 |

Curves between:

| MP | and | MP | |
|---|-----|---|----|
| 16-1 | | 16-17 (Westward 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 65-3 | 50 |
| | | 70 71-12..... | 50 |
| | | 104-20 104-27..... | 45 |
| | | 106-19 107-16..... | 50 |
| Between..... MP 109-35 and MP 111-38..... | | | 40 |
| Curves between MP 111-38 and MP 114 | | | 50 |
| | | 114-9 116-9 | 40 |
| | | 117-13 117-35..... | 50 |
| | | 117-35 118-36..... | 40 |

| | |
|--|----|
| Newburg, through turnout east lead switch..... | 25 |
| Between..... MP 118-40 and MP 119-30..... | 20 |

Salem Branch:

| | |
|---|----|
| Between MP A- 93-13 and MP A- 93-20..... | 15 |
| A- 98-15 A- 98-25..... | 15 |
| A-102-22 A-105-26..... | 15 |
| A-107-10 A-108-19..... | 15 |
| A-111-5 A-114-25..... | 15 |
| A-116-8 A-121-20..... | 15 |
| A-124-23 Salem | 15 |
| Over Road Crossing MP AC-129-10..... | 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, W.P. Sid., Clock, Bulletin | SECOND CLASS | | | | |
|--------------|--------------|--------------|--------------|-------------------------------------|-------------------------|-------------------------------|-------------------|------------------------|---------------|---|--------------|--------------|--------------|--------------|--|
| 437 | 37 | 39 | 35 | | | | | Siding Cars Feet | 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 0.6 | 007 | | | | | | | | |
| | | | | 0.6 | | TWENTY-THIRD ST. 1.6 | | YA | RD | | | | | | |
| | | | | 2.1 | | WAB.-M. P. CROSSING 0.0 | | Inter | locking | | | | | | |
| | | | | 2.1 | | GRAND AVE. 1.2 | | | | | | | | | |
| | | | | 3.3 | | TOWER GROVE 0.1 | | | | | | | | | |
| | | | | 3.4 | | M. P. CROSSING 1.5 | | Inter | locking | | | | | | |
| | | | | 4.9 | | M. P. CROSSING 2.2 | | | | | | | | | |
| PM 7 30 | PM 4 00 | AM 8 45 | AM 3 00 | 7.1 | DN | LINDENWOOD 3.0 | 007 | Inter YA | locking RD | ORT CB | AM 2 30 | AM 8 20 | PM 3 30 | PM 6 30 | |
| | | | | 10.1 | | WEBSTER GROVES 1.7 | 010 | | 17 | | | | | | |
| | | | | 11.8 | | M. P. CROSSING 5.2 | | Inter | locking | | | | | | |
| | | | | 12.7 | | KIRKWOOD 5.2 | 013 | | 25 | | | | | | |
| | | | | 17.9 | D | VALLEY PARK 8.3 | 018 | YA | RD | Y | | | | | |
| | | | | 27.2 | | EUREKA 8.8 | 027 | | 157 8199 | | | | | | |
| | | | | 34.1 | D | PACIFIC 9.9 | 034 | | 205 10566 | 200 | Y | | | | |
| | | | | 44.0 | | ROOK 8.2 | 044 | | 125 6557 | | | | | | |
| | | | | 52.2 | D | ST. CLAIR 10.0 | 052 | | 124 6528 | 56 | | | | | |
| | | | | 62.2 | | STANTON 6.9 | 062 | | 149 7783 | 6 | | | | | |
| | | | | 68.1 | D | SULLIVAN 6.2 | 068 | | 65 3619 | 46 | | | | | |
| | | | | 74.3 | | BOURBON 2.6 | 074 | | 30 1837 | 31 | | | | | |
| | | | | 77.2 | | COFFEYTON 6.6 | 077 | | 122 6454 | | | | | | |
| | | | | 86.8 | D | CUBA 8.0 | 087 | | 120 6347 | 116 | CB | | | | |
| | | | | 94.8 | | ROSATI 6.6 | 095 | | 129 6788 | 9 | | | | | |
| | | | | 100.4 | D | ST. JAMES 6.2 | 100 | | 91 4870 | 62 | | | | | |
| | | | | 106.6 | | DILLON 5.0 | 108 | | 135 7057 | 7 | | | | | |
| | | | | 110.6 | D | ROLLA 8.6 | 111 | | 135 7037 | 108 | | | | | |
| 10 15 P M | 6 45 P M | 11 45 A M | 7 00 A M | 119.1 | DN | NEWBURG (112.4) (119.1) | 119 | YA | RD | ORT CB | 11 30 P M | 5 20 A M | 12 30 P M | 3 30 P M | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | |
| 437 | 37 | 39 | 35 | | | | | | | | 34 | 438 | 30 | 36 | |

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

WESTWARD

EASTERN DIVISION—LEBANON SUBDIVISION

| Third Class | SECOND CLASS | | | | Distance from St. Louis | STATIONS | Communicating Office |
|----------------------------|--------------|--------------|--------------|--------------|-------------------------|--------------------|----------------------|
| | 43 | 437 | 37 | 39 | | | |
| Leave Tues., Thurs., Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Miles | | |
| A M 5 00 | P M 10 15 | P M 6 45 | A M 11 45 | A M 7 00 | | | |
| | | | | | 119.1 | NEWBURG | DN |
| | | | | | 121.5 | BUNDY JCT. | |
| | | | | | 122.7 | ARLINGTON | |
| | | | | | 128.8 | FRANKS | |
| | | | | | 134.8 | DIXON | D |
| | | | | | 142.0 | JURY | |
| | | | | | 146.5 | CROCKER | D |
| | | | | | 152.5 | SWEDENBERG | |
| | | | | | 159.8 | RICHLAND | D |
| | | | | | 167.5 | STOUTLAND | |
| | | | | | 174.1 | SLEEPER | |
| | | | | | 181.8 | LEBANON | 2S |
| | | | | | 183.8 | KURN | |
| | | | | | 190.5 | HUBEN | |
| | | | | | 198.4 | CONWAY | |
| | | | | | 206.9 | NIANGUA | |
| | | | | | 213.3 | MARSHFIELD | D |
| | | | | | 220.8 | NORTHVIEW | |
| | | | | | 227.7 | STRAFFORD | |
| | | | | | 236.6 | TEED | |
| | | | | | 236.7 | EASTERN JCT. | |
| | | | | | 237.1 | PACIFIC ST. JCT. | |
| | | | | | 238.3 | PINE ST. JCT. | |
| | | | | | 239.1 | SPRINGFIELD | |
| | | | | | 236.7 | EASTERN JCT. | |
| 11 45 A M | 1 30 A M | 10 00 P M | 3 00 P M | 10 00 A M | 239.7 | SPRINGFIELD YARD | DN |
| Arrive Tues., Thurs., Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (120.8) (120.0) | |
| 43 | 437 | 37 | 39 | 35 | | | |

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

WESTWARD SALEM BRANCH—ROLLA SUBDIVISION EASTWARD

| Communicating Office | Distance from St. Louis | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wire, Sid. Clock, Bulletin |
|----------------------|-------------------------|------------------|----------------|----------------|-------|---|
| | | | | Siding | Other | |
| | Miles | | | | | |
| D | 86.8 | CUBA | 87 | | 58 | CB |
| | 83.5 | HENPECK | AA084 | | 80 | |
| D | 95.1 | STEELVILLE | A095 | | 29 | |
| | 100.7 | LEAD JCT. | A101 | | 40 | |
| | 122.8 | VIBURNUM | AC123 | | | |
| D | 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 | 126.8 | SALEM | A127 | | 109 | |
| | | (40.0) (72.3) | | | | |

Service Rendered By Extras

Service Rendered By Extras

EASTERN DIVISION—LEBANON SUBDIVISION

EASTWARD

| Station Number | STATIONS | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | SECOND CLASS | | | | Third Class |
|----------------|-------------------------|------------------|-------|--|--------------|--------------|--------------|--------------|---------------------------|
| | | Siding Cars Feet | Other | | 438 | 30 | 36 | 34 | 44 |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon., Wed., Fri. |
| 119 | NEWBURG 2.4 | YA | RD | ORT CB | A M 5 20 | P M 12 30 | P M 3 30 | P M 11 30 | P M 12 45 |
| 121 | BUNDY JCT. 1.2 | | | | | | | | |
| 123 | ARLINGTON 6.1 | | | | | | | | |
| 129 | FRANKS 5.8 | | | | | | | | |
| 135 | DIXON 7.4 | | | | | | | | |
| 142 | JURY 4.5 | | | | | | | | |
| 147 | CROCKER 6.0 | | | | | | | | |
| 152 | SWEDEBORG 7.3 | | | | | | | | |
| 160 | RICHLAND 7.7 | | | | | | | | |
| 168 | STOUTLAND 6.6 | | | | | | | | |
| 174 | SLEEPER 7.7 | | | | | | | | |
| 182 | LEBANON 2.0 | YA | RD | RY | | | | | |
| 183 | KURN 6.7 | | | | | | | | |
| 191 | HUBEN 7.9 | | | | | | | | |
| 198 | CONWAY 8.5 | | | | | | | | |
| 207 | NIANGUA 6.4 | | | | | | | | |
| 213 | MARSHFIELD 7.5 | | | | | | | | |
| 220 | NORTHVIEW 6.9 | | | | | | | | |
| 228 | STRAFFORD 8.9 | | | | | | | | |
| | TEED 0.1 | | | | | | | | |
| | EASTERN JCT. 0.4 | | | Y | | | | | |
| | PACIFIC ST. JCT. 1.2 | | | | | | | | |
| | PINE ST. JCT. 0.8 | | | | | | | | |
| 239 | SPRINGFIELD | YA | RD | OR Y | | | | | |
| | EASTERN JCT. 3.0 | | | | | | | | |
| 239 | SPRINGFIELD YARD | YA | RD | OR YCB | 2 30 A M | 9 45 A M | 12 30 P M | 8 40 P M | 5 00 A M |
| | (120.8) (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 | STATIONS | Communicating Office |
|--------------|--------------|--------------|--------------|---------------------|-------------------------------|--------------|--------------|----------------------------|---------------------|-------------------------|
| 37 | 337 | 731 | 39 | BTX | 761 | 437 | QLA | | | |
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Except Sunday | Leave Daily | Leave Daily | Miles | | |
| | | | | | | | | 239.1 | SPRINGFIELD | 310 |
| | | | | | | | | 242.0 | NICHOLS | |
| P M 10 00 | P M 9 30 | P M 8 00 | P M 3 00 | A M 11 30 | A M 5 00 | A M 1 30 | A M 1 00 | 239.7 | SPRINGFIELD YARD | DN |
| | | | | | | | | 242.0 | NICHOLS | DTC |
| | | | | | | | | 247.2 | BROOKLINE | |
| | | | | | | | | 251.8 | REPUBLIC | |
| | | | | | | | | 257.3 | BILLINGS | |
| | | | | | | | | 262.3 | LOGAN | |
| | | | | | | | | 263.6 | MARIONVILLE | |
| | | | | | | | | 268.9 | AURORA | |
| | | | | | | | | 269.0 | M. P. CROSSING | |
| | | | | | | | | 273.7 | VERONA | |
| | | | | | | | | 279.1 | GLOBE | |
| 11 10 P M | 11 00 P M | 9 30 P M | 4 00 P M | P M 12 45 P M | 6 30 A M | 2 30 A M | 2 15 A M | 282.0 | MONETT | DN |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | | (42.3) (43.7) | |
| 37 | 337 | 731 | 39 | BTX | 761 | 437 | QLA | | | |

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 | Communicating Office | Station Number | STATIONS | Track Capacity | | Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | Service Rendered By Extras |
|-------------------------------|----------------------------|-------------------------|-------------------|--------------|-------------------|-------|--|-------------------------------|
| | Miles | | | | 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 | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | Service Rendered By Extras |
|-------------------------------|----------------------------|-------------------------|------------|-------------------|-------------------|-------|--|-------------------------------|
| | Miles | | | | Siding | Other | | |
| | 240.0 | | M. K. JCT. | | Interlocking | | | |
| | 243.0 | | LANGSTON | | | 12 | | |
| | 248.5 | | GALLOWAY | | | 60 | | |
| | 249.1 | | KISSICK | A249 | 21 | 111 | | |
| | 257.4 | | OZARK | A257 | | 41 | | |
| | | | (17.4) | | | | | |

EASTERN DIVISION—SPRINGFIELD SUBDIVISION

EASTWARD

| Station Number | STATIONS | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | SECOND CLASS | | | | | | | | |
|----------------|----------------------------|------------------|-------|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------------------|
| | | Siding Cars Feet | Other | | 438 | 730 | 36 | 330 | 30 | OBX | 34 | 762 | |
| 239 | SPRINGFIELD 3.7 | YARD | RD | OR Y | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Except Sunday |
| 242 | NICHOLS | | | | | 26 | | | | | | | |
| 239 | SPRINGFIELD YARD 2.3 | YARD | RD | OR CB | AM 1 30 | AM 2 30 | AM 5 30 | AM 9 30 | AM 9 45 | PM 1 00 | PM 8 15 | PM 8 30 | |
| 242 | NICHOLS 5.2 | | | | | 26 | | | | | | | |
| 247 | BROOKLINE 4.6 | 134 | 7015 | 5 | | | | | | | | | |
| 252 | REPUBLIC 5.6 | 167 | 8659 | 76 | | | | | | | | | |
| 257 | BILLINGS 5.0 | 106 | 5615 | 35 | | | | | | | | | |
| 262 | LOGAN 1.3 | 155 | 8081 | 9 | | | | | | | | | |
| 264 | MARIONVILLE 5.3 | | | 49 | | | | | | | | | |
| 269 | AURORA 0.1 | 134 | 7013 | 289 | | | | | | | | | |
| | M. P. CROSSING 4.7 | Interlocking | | | | | | | | | | | |
| 274 | VERONA 5.4 | 154 | 8044 | 41 | | | | | | | | | |
| 279 | GLOBE 2.9 | | | | | | | | | | | | |
| 282 | MONETT (42.3) (43.7) | YARD | RD | OR YCB | 12 01 A M | 1 00 A M | 4 00 A M | 8 00 A M | 8 15 A M | 11 30 A M | 6 45 P M | 7 00 P M | Leave Daily Except Sunday |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Except Sunday |
| | | | | | 438 | 730 | 36 | 330 | 30 | OBX | 34 | 762 | |

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 Miles | 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 | Service Rendered by Extras |
| 326.0 | | WEBB CITY 5.2 | H326 | | 33 | | |
| 331.2 | | K. C. S. CROSSING 0.3 | | | | | |
| 331.6 | D | JOPLIN 0.8 | H331 | YARD | | OR YCB | |
| 332.3 | | J. AND G. JCT. 1.0 | | YARD | | | |
| 333.9 | | RUTH, MO. 6.6 | | YARD | | | |
| 339.8 | | GALENA, KAN. 4.0 | H340 | 8 | YARD | | |
| 343.8 | | RIVERTON 3.7 | H344 | 31 | 100 | | |
| 347.5 | | K. C. S. CROSSING 0.4 | | Interlocking | | | |
| 347.9 | D | BAXTER SPRINGS (25.8) | L159 | YARD | | OR YCB | |

TUCKAHOE BRANCH — CARTHAGE SUBDIVISION

WESTWARD

EASTWARD

| Distance from St. Louis via Joplin Miles | 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 | | | | | Service Rendered by Extras |
| 332.7 | | M. P. CROSSING 7.7 | | GATE | | | |
| 340.4 | | CARL JUNCTION 0.0 | F328 | YARD | | Y | |
| | | CARTHAGE SUBDIV. CR. (8.1) | | GATE | | | |
| | | | | | | | |

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, W.P. Sid., Clock, Bulletin | SECOND CLASS | THIRD CLASS | | |
|----------------------------|----------------------------|---------------------|--------------|----------------------------|--------------------------|--------------------------------|-------------------|------------------------|--------------|---|--------------|----------------------------|----------------------------|---------------------------|
| 331 | 333 | 337 | 330 | | | | | 334 | 332 | | | | | |
| Leave Daily Ex. Sunday | Leave Daily Ex. Monday | Leave Daily | Arrive Daily | Miles | | | | Siding Cars Feet | Other | | Arrive Daily | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | |
| P M 4 00 | | A M 2 30 | | 282.0 | DN | Two Main Tracks | MONETT 4.9 | 282 | YA | RD | OR YCB | A M 6 30 | | P M 11 50 |
| P M | | A M | | | | | | | | | | | | P M |
| 4 15 | | 2 40 | | 286.9 | D | PIERCE CITY 8.1 | G287 | YA | RD | | | 6 10 | | 11 30 |
| 4 35 | | 2 55 | | 293.0 | | WENTWORTH 5.7 | F293 | 35 2070 | | | | 5 57 | | 11 05 |
| 4 50 | | 3 05 | | 298.7 | | SARCOXIE 6.1 | F299 | 73 3960 | 38 | | | 5 47 | | 10 55 |
| 5 05 | | 3 15 | | 303.8 | | REEDS 7.2 | F304 | | 12 | | | 5 37 | | 10 45 |
| 5 25 | | 3 30 | | 311.0 | | MENK 1.7 | F311 | 94 5009 | | | | 5 22 | | 10 30 |
| | | | | 312.7 | | M. P. CROSSING 0.6 | | | Interlocking | | | | | |
| 6 15 | | 4 00 | | 313.2 | D | CARTHAGE 0.1 | F313 | 46 2614 | 181 | | | 5 17 | | 10 25 |
| 6 35 | | 4 15 | | 322.3 | | ORONGO 8.9 | F322 | 23 1467 | 28 | Y | | 4 57 | | 10 00 |
| | | | | 327.1 | | K. C. S. CROSSING 1.0 | | | Interlocking | | | | | |
| 6 50 | | 4 45 ³³⁰ | | 328.1 | | CARL JUNCTION, MO. 8.8 | F328 | | YA | RD | Y | 4 45 ³³⁷ | | 9 45 |
| | | | | 334.9 | | K. C. S. CROSSING 1.3 | | | GA | TE | | | | |
| 7 05 | | 5 05 | | 336.2 | | CRESTLINE, KAN. 7.3 | F336 | 31 1837 | 10 | | | 4 20 | | 9 15 |
| | | | | 343.6 | | AFTON SUBDIV.-M-K-T CR. 0.0 | | | Interlocking | | | | | |
| 7 40 P M | A M 5 30 | 5 20 | | 343.6 | 2S | COLUMBUS 8.2 | L148 | 41 2363 | YARD | Y | | 4 05 | A M 4 30 | 9 00 P M |
| | | | | 348.7 | | M. P. CROSSING 0.0 | | | GA | TE | | | | |
| | | | | 349.7 | | SHERWIN 2.8 | F350 | | 7 | | | | | |
| | 5 50 | 5 35 | | 352.5 | | HALLOWELL 7.4 | F352 | 30 1800 | 22 | | | 3 30 | 4 15 | |
| | 6 10 | 5 50 | | 359.9 | | OSWEGO 1.2 | F360 | 60 3030 | 63 | | | 3 15 | 3 55 | |
| | | | | 361.1 | | M.-K.-T. CROSSING 9.5 | | | Interlocking | Y | | | | |
| | 6 30 | 6 10 | | 370.8 | D | ALTAMONT 8.0 | F371 | 38 2209 | 38 | | | 2 55 | 3 30 | |
| | | | | 376.8 | | M.-K.-T. CROSSING 0.2 | | | Interlocking | | | | | |
| | 6 45 | 6 25 | | 376.8 | D | MOUND VALLEY 10.2 | F377 | 40 2308 | 24 | | | 2 45 | 3 20 | |
| | | | | 387.0 | | A. T. & S. F. CROSSING 0.0 | | | GA | TE | | | | |
| | 7 15 | 6 55 | | 387.0 | D | CHERRYVALE 14.4 | F387 | 34 2009 | YARD | Y | | 2 25 | 3 00 | |
| | 7 45 A M | 7 25 A M | | 401.4 | N | NEODESHA | F401 | | YA | RD | ORT CB | 2 00 A M | 2 30 A 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 337 | Distance from St. Louis Miles | Communicating Office | STATIONS | Station Number | Track Capacity | | Fuel, Water, Turn Table, Wye, Sidr. Clock, Bulletin | SECOND CLASS |
|-------------------------------|-------------------------------------|-------------------------|-------------------------------|-------------------|------------------------|-------|---|-------------------------------|
| | | | | | Siding Cars Feet | Other | | 330 |
| Leave Daily Except Sunday | | | | | | | | Arrive Daily Except Sunday |
| A M 10 30 | 401.4 | N | NEODESHA 0.1 | F401 | YA | RD | OR CB | P M 11 30 |
| | 401.6 | | M. P. CROSSING 12.6 | | GA | TE | | |
| | 414.0 | | M. P. CROSSING 0.0 | | GA | TE | | |
| | 414.0 | | A. T. & S. F. CROSSING 0.0 | | GA | TE | | |
| 10 50 | 414.0 | DN | FREDONIA 8.6 | F414 | 64 3506 | YARD | | 10 40 |
| 11 01 | 420.8 | | NEW ALBANY 5.8 | F420 | | 27 | | 10 25 |
| 11 20 | 428.4 | | FALL RIVER 13.2 | F428 | 79 4281 | 17 | | 10 15 |
| | 438.8 | | A. T. & S. F. CROSSING 0.0 | | GA | TE | | |
| 11 50 P M | 438.8 | | SEVERY 8.2 | F439 | 30 1827 | 24 | | 9 55 |
| 12 20 | 448.8 | | PIEDMONT 11.7 | F447 | | 7 | | 9 40 |
| 12 55 | 458.5 | | BEAUMONT 8.4 | F458 | 12 920 | YARD | Y | 9 20 |
| 1 15 | 464.9 | | KEIGHLEY 7.9 | F465 | 26 1646 | | | 8 55 |
| 1 28 | 472.8 | | LEON 5.7 | F473 | | 39 | | 8 40 |
| 1 37 | 478.5 | | HAVERTHILL 5.1 | F478 | | 7 | | 8 30 |
| | 483.8 | | A. T. & S. F. CROSSING 0.4 | | Interlocking | | | |
| 1 48 | 484.0 | D | AUGUSTA 9.6 | F484 | 45 2596 | YARD | | 8 15 |
| 2 25 | 483.5 | | ANDOVER 12.9 | F483 | 19 1289 | 18 | | 7 45 |
| | 508.4 | | M. P. CROSSING 0.2 | | Interlocking | | | |
| | 508.8 | | C. R. I. & P. CROSSING 1.2 | | Interlocking | | | |
| 6 00 P M | 507.8 | 2S | WICHITA YARD (108.4) | F505 | YA | RD | OR CBY | 7 15 P M |
| Arrive Daily Except Sunday | | | | | | | | Leave Daily Except Sunday |
| 337 | | | | | | | | 330 |

Westward trains are superior to Eastward 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. | Clark Gumm | 120 N. Broadway, Wichita, Kans. |
| Hart Jewelers | 7342 Manchester, Maplewood, Mo. | Dale's Jewelry | 114 E. 21st St., Wichita, Kans. |
| Wiggins Jewelry Co..... | 1728 Washington Ave., St. Louis, Mo. | Huff Jewelers | Ellsworth, Kans. |
| A. R. Hoemann | 123 W. Jefferson Ave., Kirkwood, Mo. | Helzberg's Diamond Shop..... | 3132 Troost Ave., Kansas City, Mo. |
| C. N. Whitlock | Pacific, Mo. | Helzberg's Jewelers..... | 1100 Walnut Ave., Kansas City, Mo. |
| C. J. Marks | Salem, Mo. | Mace Jewelry | Union Station, Kansas City, Mo. |
| Christopher Jewelry | Rolla, Mo. | J. F. Gambrell | 709 Central Ave., Kansas City, Kans. |
| Atchison Jewelry | St. James, Mo. | Leo Connor, Jr. | 3120 Strong Ave., Kansas City, Kans. |
| T. R. Stogsdill, Agent..... | Newburg, Mo. | Riley's Jewelry | 6118 Johnson Drive, Mission, Kans. |
| R. Lockmiller Jewelry Co..... | 1964 S. Glenstone, Springfield, Mo. | Jack Burns | Olathe, Kans. |
| Hocklander Jewelry..... | South at Walnut, Springfield, Mo. | Carpenter Jewelry Co. | Paola, Kans. |
| Sullivan's Jewelry..... | Aurora, Mo. | Bardlesmeyer Jewelry | 14 E. Wall St., Ft. Scott, Kans. |
| R. D. Dawson Co. | 40 N. Main, Miami, Okla. | L. W. Johnson, Agt. | Willow Springs, Mo. |
| Baxter Jewelry Co. | 1107 Military, Baxter Springs, Kans. | Humphries Jewelry Co..... | Thayer, Mo. |
| Al Williams | 422 Broadway, Pittsburg, Kans. | Rainwater Jewelry Co..... | 208 W. Main., Walnut Ridge, Ark. |
| Pfeiffer Jewelry Co. | 1810 Main St., Parsons, Kans. | Wylie Clements..... | Jonesboro, Ark. |
| Suit's Jewelry | 418 Broadway, Monett, Mo. | J. A. Price | Marked Tree, Ark. |
| Tick O' Time Jewelry..... | 712 Main St., Joplin, Mo. | Gene Lott, Jeweler | 550 S. Main, Memphis, Tenn. |
| Chambers Jewelry Co. | Neodesha, Kans. | Price-Manning Jewelry | West Memphis |
| John Sloop, Jr. | Lyons, Kans. | C. J. Keil's | 104 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 Cars | Other | |
| 607.8 | 2S | WICHITA YARD | F605 | YA | RD | OR CB |
| | | 2.9 | | | | |
| 510.7 | | WICHITA HEIGHTS | | | 107 | |
| | | 3.9 | | | | |
| 514.6 | | VALLEY CENTER | F616 | 29 | 45 | |
| | | 0.0 | | | | |
| 514.6 | | A. T. & S. F. CROSSING | | Interl | ocking | |
| | | 8.7 | | | | |
| 523.3 | | BENTLEY | F623 | | 17 | |
| | | 8.7 | | | | |
| 532.0 | | PATTERSON | F632 | | 26 | |
| | | 5.8 | | | | |
| 537.8 | | A. T. & S. F. CROSSING | | Interl | ocking | |
| | | 0.0 | | | | |
| 537.8 | D | BURRTON | F538 | 20 | 104 | |
| | | 9.2 | | | | |
| 547.0 | D | BUHLER | F647 | | 30 | |
| | | 4.6 | | | | |
| 551.6 | | MEDORA | F652 | | 23 | |
| | | 0.0 | | | | |
| 551.6 | | C. R. I. & P. CROSSING | | Interl | ocking | |
| | | 18.4 | | | | |
| 569.9 | | SAXMAN | F670 | | 22 | |
| | | 4.8 | | | | |
| 574.7 | | AMERICAN SALT CO. | F676 | | 22 | |
| | | 0.1 | | | | |
| 574.8 | | M. P. CROSSING | | GA | TE | |
| | | 2.6 | | | | |
| 577.4 | D | LYONS | F677 | | 37 | |
| | | 0.4 | | | | |
| 577.0 | | A. T. & S. F. CROSSING | | GA | TE | |
| | | 6.8 | | | | |
| 583.8 | | POLLARD | F684 | | 20 | |
| | | 5.4 | | | | |
| 589.2 | | FREDERICK | F690 | 14 | 100 | |
| | | 0.0 | | | | |
| 589.2 | | M. P. CROSSING | | GA | TE | |
| | | 4.9 | | | | |
| 594.1 | | A. T. & S. F. CROSSING | | GA | TE | |
| | | 0.0 | | | | |
| 594.1 | D | LORRAINE | F694 | | 28 | |
| | | 13.7 | | | | |
| 607.8 | | U. P. CROSSING | | GA | TE | |
| | | 0.1 | | | | |
| 607.9 | D | ELLSWORTH | F608 | | 79 | RY |
| | | (100.1) | | | | |

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 | | | | | Sliding Cars | 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) | C004 | YARD | OR 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 | | 23 | 19 | | | |
| | 4 55 A M 5 01 | | 7.0 | CENTROPOLIS | | | | 3 43 P M 3 33 | | |
| | 5 05 | | 8.4 | LEEDS JCT. | | | | 3 30 | | |
| | 5 17 | | 9.9 | LEEDS | | 12 | 38 | 3 20 | | |
| | | | 11.3 | B. V. JCT. | | | | | | |
| | | | 16.0 | DODSON | | | | | | |
| | 5 24 | | 18.0 | HOLMES | D018 | 28 | | 3 14 | | |
| | 5 38 | D | 22.7 | GRANDVIEW | D023 | 31 | 23 | 3 07 | | |
| | 5 44 | | 25.3 | BELVIDERE | D025 | | 31 | 3 01 | | |
| | 6 00 | | 28.2 | BELTON | D028 | 36 | 30 | 2 55 | | |
| | 6 16 | | 36.7 | PECULIAR | D037 | | 21 | 2 40 | | |
| | | | | M. P. CROSSING | | GATE | | | | |
| | 6 40 | D | 45.2 | HARRISONVILLE | D045 | 16 | 129 | 2 25 | | |
| | 6 55 | | 51.8 | EAST LYNNE | D052 | | 121 | 2 00 | | |
| | 7 11 | | 59.5 | LATOUR | D060 | | 30 | 1 40 | | |
| | 7 35 | | 69.6 | BLAIRSTOWN | D070 | 13 | 21 | 1 16 | | |
| | 7 45 | | 74.9 | MAURINE | D075 | 26 | | 1 05 | | |
| | 8 00 | | 79.5 | HARVEY | D080 | | 20 | 12 55 | | |
| A M 11 30 | 8 50 A M | D | 86.8 | CLINTON | D087 | YARD | RBC | 12 30 P M | A M 10 45 | |
| | | | | M.-K.-T. CROSSING | | GATE | | | | |
| P M 12 01 | | | 98.7 | DEEPWATER | D099 | | 11 | | 10 16 | |
| 12 25 | | | 107.2 | LOWRY CITY | D107 | 26 | 15 | | 9 30 | |
| 12 45 | | | 115.1 | OSCEOLA | D115 | 17 | 58 | | 8 55 | |
| 1 25 | | D | 132.3 | WEAUBLEAU | D132 | | 26 | | 8 05 | |
| 1 40 | | | 138.6 | FLEMINGTON | D139 | | 25 | | 7 42 | |
| 2 25 | | D | 153.6 | BOLIVAR | D154 | 12 | 63 | | 7 05 | |
| 2 55 | | | 172.9 | WALNUT GROVE | D173 | | 27 | | 5 56 | |
| 3 15 | | | 182.7 | WILLARD | | | 18 | | 5 25 | |
| 3 35 | | | 191.8 | J. A. JCT. | | | | | 5 03 | |
| 4 00 P M | | DN | 191.8 | SPRINGFIELD YARD | 239 | YARD | OR YCB | | 5 00 A M | |
| Arrive Tues., Thurs., Sat. | Arrive Tues., Thurs., Sat. | | | (86.2) (105.6) (191.6) | | | | 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

| THIRD CLASS 141 | SECOND CLASS | | | | | Distance from Kansas City Miles | STATIONS | Communicating Office |
|----------------------------|---------------------|---------------------|---------------------|--------------------|--------------------|---------------------------------------|---|-------------------------|
| | 137 | 131 | 133 | 139 | 235 | | | |
| Leave Mon., Wed., Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| | | | | | | 2.0 | KANSAS CITY, MO. (UNION STATION) -1.2 | DN |
| | | | | | | | TWENTY-NINTH STREET | |
| | | | | | | 1.8 | KANSAS CITY, MO. (19TH ST. YARD) 1.8 | |
| | | | | | | 2.0 | K. C. TERM. CR. 0.4 | |
| | | | | | | | TWENTY-NINTH STREET -1.9 | |
| 5 00 | 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 |
| | | | | | | 20.5 | OLATHE 4.3 | D |
| | | | | | | 24.8 | MOSS 0.6 | |
| | | | | | | 25.4 | BONITA 4.7 | |
| | | | | | | 30.1 | SPRING HILL 6.1 | |
| | | | | | | 38.2 | HILLSDALE 6.7 | |
| | | | | | | 42.9 | PAOLA 0.2 | D |
| | | | | | | 43.1 | M. P. CROSSING 6.2 | |
| | | | | | | 48.3 | HENSON 5.9 | |
| | | | | | | 54.2 | FONTANA 7.5 | D |
| | | | | | | 61.7 | LA CYGNE 6.7 | D |
| | | | | | | 67.4 | BOICOURT 6.6 | |
| | | | | | | 74.0 | PLEASANTON 7.9 | D |
| | | | | | | 81.9 | PRESCOTT 9.8 | D |
| | | | | | | 81.7 | HAMMOND 8.3 | D |
| | | | | | | 98.0 | M.-K.-T. CROSS. 0.6 | |
| 10 00 A M | 12 01 A M | 10 50 P M | 12 01 P M | 9 30 A M | 6 00 A M | 98.6 | FT. SCOTT | DN |
| Arrive Mon., Wed., Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (98.6) | |
| 141 | 137 | 131 | 133 | 139 | 235 | | | |

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

EASTERN DIVISION — KANSAS CITY SUBDIVISION

NORTHWARD

| Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | Station Number | STATIONS | Track Capacity | | SECOND CLASS | | | | | THIRD CLASS | |
|--|-------------------|--|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------------------|-------------|
| | | | Siding Cars Feet | Other | 38 | NWF | 236 | 130 | 134 | 140 | |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues., Thurs., Sat. | |
| TYC | C004 | KANSAS CITY, MO. (UNION STATION) 1.2 | YA | RD | | | | | | | |
| | | TWENTY-NINTH STREET | Interl | ocking RD | | | | | | | |
| OR TYCB | C004 | KANSAS CITY, MO. (19TH ST. YARD) 1.8 | YA | RD | A M 7 40 | A M 11 25 | P M 3 35 | P M 9 40 | P M 11 35 | A M 10 00 | |
| | | K. C. TERM. CR. 0.4 | Interl | ocking | | | | | | | |
| | | TWENTY-NINTH STREET 1.8 | Interl | ocking RD | | | | | | | |
| CB | C004 | ROSDALE, KAN. 4.5 | YA | RD | | | | | | | |
| | C008 | MERRIAM 5.8 | | | | | | | | | 154 |
| | C014 | LENEXA 8.8 | | | | | | | | | 112 |
| Y | C021 | OLATHE 4.3 | | | | | | | | | 114 |
| | C024 | MOSS 0.8 | | | | | | | | | 121 |
| | C025 | BONITA 4.7 | | | | | | | | | 15 |
| | C030 | SPRING HILL 8.1 | | | | | | | | | 32 |
| | C036 | HILLSDALE 8.7 | | | | | | | | | 19 |
| R | C043 | PAOLA 0.2 | | | | | | | | | 55 |
| | | M. P. CROSSING 5.2 | Interl | ocking | | | | | | | |
| | C048 | HENSON 5.9 | | | | | | | | | 130 6817 |
| | C054 | FONTANA 7.5 | | | | | | | | | 131 6894 |
| | C082 | LA CYGNE 5.7 | | | | | | | | | 135 7175 |
| | C087 | BOICOURT 6.6 | | | | | | | | | 10 |
| | C074 | PLEASANTON 7.9 | | | | | | | | | 122 6445 |
| | C082 | PRESCOTT 9.8 | | | | | | | | | 128 6728 |
| | C092 | HAMMOND 6.3 | | | | | | | | | 126 6603 |
| | | M.-K.-T. CROSSING 0.6 | | | | | | | | | |
| OR TCB | C098 | FT. SCOTT (98.8) | YA | RD | 4 40 A M | 8 25 A M | 12 35 P M | 6 40 P M | 8 35 P M | 4 00 A M | |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues., Thurs., Sat. | |
| | | | | | 38 | NWF | 236 | 130 | 134 | 140 | |

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 |
|-------------------------------|--------------|--------------|----------------------|--------------|---------------------|--------------|------------------------------|--------------------|--------------------------|
| | 143 | 131 | 61 | 133 | 139 | 235 | | | |
| Leave Tues., Thurs., Sat. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Miles | |
| A M 5 00 | P M 10 50 | P M 3 30 | P M 12 01 | A M 9 30 | A M 6 00 | A M 12 01 | | 98.8 | Two Main Tracks |
| 5 10 | 11 00 | 3 40 | 12 10 | 9 40 A M | 6 15 | 12 10 A M | | 102.7 | FT. SCOTT 4.1 |
| 5 20 | 11 08 | 3 48 | 12 18 ²³⁶ | | 6 25 | | | 109.1 | EDWARD 8.4 |
| 5 35 | 11 16 | 3 56 | 12 26 | | 6 35 | | | 109.1 | GARLAND 8.4 |
| | | | | | | | | 115.5 | ARCADIA, KAN. 2.8 |
| | | | | | | | | 118.4 | K. C. S. CROSSING 5.4 |
| | | | | | | | | 123.8 | M. P. CROSSING 3 |
| 5 50 | 11 26 | 4 06 | 12 36 | | 6 46 | | | 124.1 | LIBERAL, MO. 7.6 |
| | | | | | 6 56 | | | 131.7 | IANTHA 7.0 |
| 6 15 | 11 45 | 4 25 | 12 55 | | 7 05 | | | 138.7 | LAMAR 0.4 |
| | | | | | | | | 139.1 | M. P. CROSSING 10.3 |
| 6 35 | 11 58 | 4 38 | 1 08 | | NWF 7 18 | | | 149.4 | DIX 6 |
| | A M | | | | 7 25 ¹⁴² | | | 150.9 | GOLDEN CITY 7.7 |
| NWF 7 05 | 12 09 | 4 49 | 1 19 | | 7 35 | | | 158.8 | LOCKWOOD 3 |
| 7 10 | 12 14 | 4 54 | 1 24 | | 7 40 | | | 162.0 | DUMBECK 3.5 |
| | | | | | | | | 165.5 | GREENFIELD 5.1 |
| 7 22 | 12 25 | 5 05 | 1 35 | | 7 50 | | | 170.6 | PILGRIM 6.3 |
| 7 30 | 12 33 | 5 13 | 1 43 | | 7 58 | | | 175.9 | EVERTON 7.4 |
| 7 40 | 12 42 | 5 22 | 1 52 | | 8 10 | | | 183.3 | ASH GROVE 8.4 |
| 7 50 | 12 51 | 5 31 | 2 01 | | 8 20 | | | 189.7 | BOIS D'ARC 4.8 |
| | | | | | | | | 194.5 | ELWOOD 3.8 |
| 8 05 | 1 05 | 5 40 | 2 10 | | 8 35 | | | 198.3 | NICHOLS 2.3 |
| 8 30 A M | 1 20 A M | 5 55 P M | 2 25 P M | | 8 50 A M | | | 200.8 | SPRINGFIELD YARD |
| | | | | | | | | 188.3 | NICHOLS 3.7 |
| | | | | | | | | 202.0 | SPRINGFIELD |
| Arrive Tues., Thurs., Sat. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | |
| 143 | 131 | 61 | 133 | 139 | 235 | 137 | | (102.0) (103.4) | |

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

EASTERN DIVISION — ASH GROVE SUBDIVISION

NORTHWARD

| Station Number | STATIONS | Track Capacity | | Fuel, Water, Turn Table, Wye, Std. Clock, BulbEdn | SECOND CLASS | | | | | | THIRD CLASS | |
|----------------|--------------------------|------------------|--------------|---|--------------|---------------------|-----------------------------|--------------|--------------|--------------|---------------------------|----------------------------|
| | | Siding Cars Feet | Other | | 38 | NWF | 236 | 130 | 134 | 60 | 142 | |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Mon., Wed., Fri. | |
| C 99 | FT. SCOTT 4.1 | GTC | YARD | OR TCB | A M 4 40 | A M 8 25 | P M 12 35 | P M 6 40 | P M 8 35 | P M 10 20 | A M 8 45 | |
| C103 | EDWARD 8.4 | | | | 4 30 A M | 8 14 | 12 26 | 6 30 P M | 8 25 | 10 10 | 8 35 | |
| C109 | GARLAND 8.4 | GTC | 112 5919 | 8 | | 8 06 | 12 18 ¹³³ P M | | 8 17 | 10 02 | 8 25 | |
| C116 | ARCADIA, KAN. 2.9 | | 54 3042 | YARD | | | 7 58 | 11 59 | | 8 09 | 9 54 | 8 15 |
| | K. C. S. CROSSING 5.4 | | Interlocking | | | | | | | | | |
| | M. P. CROSSING 0.3 | | Interlocking | | | | | | | | | |
| C124 | LIBERAL, MO. 7.6 | GTC | 112 5926 | 32 | | 7 48 | 11 50 | | 8 00 | 9 45 | 8 05 | |
| C132 | IANTHA 7.0 | | | | 32 | | | | | | | |
| C139 | LAMAR 0.4 | GTC | 86 4642 | 93 | | 7 30 | 11 30 | | 7 41 | 9 27 | 7 45 | |
| | M. P. CROSSING 10.3 | | | Interlocking | | | | | | | | |
| C149 | DIX 1.6 | ABS | 119 6267 | | | 7 18 ²³⁵ | 11 18 | | 7 29 | 9 15 | 7 30 | |
| C151 | GOLDEN CITY 7.7 | | | | 56 | | 7 15 ¹⁴² | | | | | NWF 7 25 ²³⁵ |
| C159 | LOCKWOOD 3.4 | GTC | 64 3504 | 80 | | 7 05 ¹⁴³ | 11 05 | | 7 19 | 9 04 | 6 40 | |
| C162 | DUMBECK 3.6 | | | 129 6757 | | | 7 00 | 11 00 | | 7 14 | 8 59 | 6 20 |
| C168 | GREENFIELD 5.1 | GTC | | 15 | | | | | | | 6 07 | |
| C171 | PILGRIM 5.3 | | | 125 6566 | | | 6 48 | 10 48 | | 7 03 | 8 48 | 5 59 |
| C176 | EVERTON 7.4 | GTC | 84 4508 | 12 | | 6 40 | 10 40 | | 6 55 | 8 40 | 5 50 | |
| C183 | ASH GROVE 6.4 | | | 26 1502 | 25 | | | | | | 8 30 | 5 31 |
| C190 | BOIS D'ARC 4.8 | GTC | 42 2417 | 6 | | | | | | | | |
| C195 | ELWOOD 3.8 | | | | 10 | | | | | | | |
| 242 | NICHOLS 2.3 | Two Main Tracks | | | | 6 10 | 10 10 | | 6 25 | 8 10 | 5 10 | |
| 239 | SPRINGFIELD YARD | | YARD | | OR CB | 6 00 A M | 10 00 A M | | 6 15 P M | 8 00 P M | 5 00 A M | |
| 242 | NICHOLS 3.7 | GTC | | | | | | | | | | |
| 239 | SPRINGFIELD | | YARD | | OR Y | | | | | | | |
| | (102.0) (103.4) | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Mon., Wed., Fri. | |
| | | | | | | 38 | NWF | 236 | 130 | 134 | 60 | 142 |

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

SOUTHWARD

EASTERN DIVISION—WILLOW SPRINGS SUBDIVISION

| THIRD CLASS | SECOND CLASS | | | | Distance from Kansas City | STATIONS | Communicating Office |
|-------------------------|--------------|--------------|--------------|--------------|---------------------------|--------------------|----------------------|
| | 241 | 133 | OBX | 235 | | | |
| Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Miles | | |
| | | | | | 202.0 | SPRINGFIELD | |
| | | | | | 202.9 | M. P. CROSSING | |
| | | | | | 203.0 | M. K. JCT. | GTG |
| | | | | | 206.2 | W. S. JCT. | |
| AM 4 00 | PM 3 30 | PM 1 00 | AM 11 00 | AM 2 45 | | SPRINGFIELD YARD | DN |
| | | | | | | EASTERN JCT. | |
| | | | | | | TEED | |
| | | | | | 208.2 | W. S. JCT. | |
| | | | | | 211.7 | TURNER | |
| | | | | | 219.0 | ROGERSVILLE | |
| | | | | | 228.5 | FORDLAND | |
| | | | | | 231.5 | DIGGINS | |
| | | | | | 236.6 | SEYMOUR | D |
| | | | | | 243.2 | CEDAR GAP | |
| | | | | | 248.9 | MANSFIELD | D |
| | | | | | 260.2 | NORWOOD | |
| | | | | | 269.5 | MOUNTAIN GROVE | D |
| | | | | | 279.1 | CABOOL | D |
| | | | | | 283.3 | WILLOW SPRINGS | D |
| | | | | | 288.2 | BURNHAM | |
| | | | | | 303.4 | POMONA | |
| | | | | | 306.1 | OLDEN | |
| | | | | | 314.4 | WEST PLAINS | D |
| | | | | | 325.2 | BRANDSVILLE | |
| | | | | | 330.8 | KOSHKONONG | |
| PM 1 30 | 7 00 PM | 4 30 PM | PM 2 30 | 6 15 AM | 339.8 | THAYER | DN |
| Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | (137.8) (139.7) | |
| 241 | 133 | OBX | 235 | 131 | | | |

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

**CURRENT RIVER BRANCH—
WILLOW SPRINGS SUBDIVISION**

SOUTHWARD **NORTHWARD**

| Service Rendered by Extras | Communicating Office | Distance from Kansas City | STATIONS | Station Number | Fuel, Water, Turn Table, Wye, Sid. Clerk, Bulletin | Track Capacity | | Service Rendered by Extras |
|----------------------------|----------------------|---------------------------|----------------|----------------|--|----------------|-------|----------------------------|
| | | | | | | Siding | Other | |
| | | Miles | | | | | | |
| D | | 293.3 | WILLOW SPRINGS | C293 | YCB | YA | RD | |
| | | 298.8 | HUTTON VALLEY | S299 | | | a | |
| 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) | | | | | |

HOXIE BRANCH—MEMPHIS SUBDIVISION

SOUTHWARD **NORTHWARD**

| Service Rendered by Extras | Communicating Office | Distance from Kansas City | STATIONS | Station Number | Fuel, Water, Turn-Table, Wye, Sid. Clerk, Bulletin | Track Capacity | | Service Rendered by Extras |
|----------------------------|----------------------|---------------------------|--------------|----------------|--|----------------|-------|----------------------------|
| | | | | | | 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

| Station Number | STATIONS | Track Capacity | | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | SECOND CLASS | | | | THIRD CLASS | |
|----------------|------------------------------|------------------|---------|--|--------------|--------------|--------------|--------------|-------------------------|-------------|
| | | Siding Cars Feet | Other | | BTX | 134 | QLA | NWF | 240 | |
| | | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | |
| 238 | SPRINGFIELD 0.8 | YA | RD | ORY | | | | | | |
| | M. P. CROSSING 0.1 | Inter | locking | | | | | | | |
| | M. K. JCT. 3.2 | 117 5862 | | | | | | | | |
| | W. S. JCT. 3.2 | | | | | | | | | |
| 239 | SPRINGFIELD YARD 3.0 | | | OR YCB | A M 8 00 | P M 2 30 | A M 1 00 | AM 3 30 | P M 1 30 | |
| | EASTERN JCT. 0.1 | | | | | | | | | |
| | TEED 3.0 | | | | | | | | | |
| | W. S. JCT. 5.6 | | | | | | | | | |
| C212 | TURNER 7.3 | | 48 | | | | | | | |
| C218 | ROGERSVILLE 7.6 | 106 5645 | 28 | | | | | | | |
| C227 | FORDLAND 5.0 | 71 3866 | 23 | | | | | | | |
| C232 | DIGGINS 5.1 | 168 8744 | 4 | | | | | | | |
| C237 | SEYMOUR 6.6 | | 96 | | | | | | | |
| C243 | CEDAR GAP 5.7 | 112 5934 | 4 | | | | | | | |
| C249 | MANSFIELD 11.3 | | 125 | | | | | | | |
| C260 | NORWOOD 9.3 | 107 5675 | 28 | | | | | | | |
| C270 | MOUNTAIN GROVE 9.6 | 102 5429 | 91 | R | | | | | | |
| C279 | CABOOL 14.2 | 111 5860 | 98 | | | | | | | |
| C293 | WILLOW SPRINGS 4.9 | 117 6155 | YARD | RYCB | | | | | | |
| C298 | BURNHAM 5.2 | | 55 | | | | | | | |
| C303 | POMONA 2.7 | | 4 | | | | | | | |
| C308 | OLDEN 8.3 | 115 6086 | 5 | | | | | | | |
| C314 | WEST PLAINS 10.8 | 118 6211 | 198 | | | | | | | |
| C325 | BRANDSVILLE 6.6 | | 6 | | | | | | | |
| C331 | KOSHKONONG 9.0 | 111 5868 | 38 | | | | | | | |
| C340 | THAYER (137.8) (139.7) | | YA | RD | OR TCB | 4 01 A M | 10 30 A M | 9 50 P M | 11 30 P M | 4 00 A M |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | |
| | | | | | BTX | 134 | QLA | NWF | 240 | |

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

LEPANTO BRANCH—MEMPHIS SUBDIVISION
SOUTHWARD

| Service Rendered By Extras | Distance from Kansas City Miles | Communicating Office | STATIONS | Station Number | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Other Track Capacity | Service Rendered By Extras |
|----------------------------|------------------------------------|----------------------|---------------------|----------------|--|----------------------|----------------------------|
| | | | | | | | |
| | 449.6 | | TYRONZA JCT. 9.0 | C450 | | | |
| | 458.8 | | LEPANTO | SA459 | | 82 | |
| | | | (9.0) | | | | |

MARION-HULBERT BRANCH MEMPHIS SUBDIV.
SOUTHWARD

| Service Rendered By Extras | Distance from Kansas City Miles | Communicating Office | STATIONS | Station Number | Other Track Capacity | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Service Rendered By Extras |
|----------------------------|------------------------------------|----------------------|------------------------------|----------------|----------------------|--|----------------------------|
| | | | | | | | |
| | 473.6 | | MARION 2.6 | C474 | | | |
| | 476.1 | | MO. PAC. RY. CROSSING 0.1 | Interlocking | | | |
| | 476.2 | | PRESLEY JCT. 2.2 | | 7 | | |
| | 478.4 | D | WEST MEMPHIS 1.0 | SB478 | 400 | CB | |
| | 479.4 | | HULBERT (5.8) | SB479 | | | |

SOUTHWARD

EASTERN DIVISION—MEMPHIS SUBDIVISION

| THIRD CLASS | SECOND CLASS | | | | | | Distance from Kansas City | Communicating Office | STATIONS | Fuel, Water, Turn Table, Wye, Sid. Check, Bulletin |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------------------|----------------------|-----------------------------|--|
| | 243 | 133 | OBX | 235 | 833 | 131 | | | | |
| Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Miles | | | |
| A M 4 00 | P M 7 00 | P M 4 30 | P M 2 30 | | | A M 6 15 | 339.8 | DN | THAYER, MO. | OR TCB |
| | | | | | | | 350.9 | | 10.5 KING, ARK | |
| | | | | | | | 358.3 | D | 8.0 HARDY | |
| | | | | | | | 383.0 | | 4.7 BAKER | |
| | | | | | | | 375.2 | D | 12.2 RAVENDEN | |
| | | | | | | | 380.7 | D | 5.5 IMBODEN | |
| | | | | | | | 389.9 | D | 9.2 BLACK ROCK | Y |
| | | | | | | | 398.0 | | 9.1 MO. PAC. CR. | |
| | | | | | | | 398.0 | D | 0.0 HOXIE | RCBY |
| | | | | | | | 406.1 | | 8.1 SEDGWICK | |
| | | | | | | | 420.0 | D | 13.8 JONESBORO | OR CBY |
| | | | | | | | 422.2 | | 2.2 ST. L. S. W. CR. | |
| | | | | | | | 423.8 | | 1.8 MO. PAC. CR. | |
| | | | | | | | 430.7 | | 8.9 BAY | |
| | | | | | | | 436.2 | | 5.5 ST. L. S. W. CR. | |
| | | | | | | | 436.8 | D | 0.4 TRUMANN | |
| | | | | | | | 439.9 | | 3.3 COON | |
| | | | | | | | 447.4 | D | 7.5 MARKED TREE | |
| | | | | | | | 449.8 | | 2.2 TYRONZA JCT. | |
| | | | | | | | 462.2 | D | 12.6 TURRELL | Y |
| | | | | | | | 471.9 | | 9.7 HARVARD | |
| | | | | | | | 476.4 | | 3.5 CRITCO | |
| | | | | | | | 481.4 | | 0.0 BRIDGE JCT., ARK. | |
| | | | | | | | | | A. & M. RY. B. & T. CO. CR. | |
| | | | | | | | 483.1 | | 1.7 SHELCO, TENN. | |
| | | | | | | | 483.8 | DN | 0.5 UNION RY. CR. | |
| | | | | | | | 483.8 | | 0.2 I. C. CR. | |
| | | | | | | | 484.4 | | 0.8 MEMPHIS | |
| | | | | | | | 488.5 | | 2.1 UNION RY. CR. | ABS |
| | | | | | | | 490.5 | | 4.0 NONCO | |
| | | | | | | | 491.5 | | 1.0 DEMO | |
| | | | | | | | 496.4 | DN | 4.8 TENNESSEE YARD | OR TCB |
| P M 12 30 P M | 11 00 P M | 8 30 P M | 6 30 P M | 8 00 P M | 10 15 A M | 7 00 A M | | | (144.6) (166.6) | |
| Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | |
| 243 | 133 | OBX | 235 | 833 | 131 | 835 | | | | |

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

EASTERN DIVISION—MEMPHIS SUBDIVISION

NORTHWARD

| Station Number | STATIONS | Track Capacity | | SECOND CLASS | | | | | | THIRD CLASS | |
|----------------|--|------------------|-------|--------------------------------------|--------------|--------------|--------------|--------------|--------------|----------------------------|-------------|
| | | Siding Cars Feet | Other | BTX | 834 | 134 | QLA | NWF | 836 | 242 | |
| | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Except Sunday | |
| C340 | THAYER, MO. 10.5 | YA | RD | A M 4 01 | | A M 10 30 | P M 9 15 | P M 11 30 | | P M 1 40 P M | |
| C350 | KING, ARK. 8.0 | 153 7993 | | | | | | | | | |
| C358 | HARDY 4.7 | 94 5036 | 34 | | | | | | | | |
| C363 | BAKER 12.2 | 144 7549 | | | | | | | | | |
| C376 | RAVENDEN 5.6 | 73 3953 | 24 | | | | | | | | |
| C381 | IMBODEN 9.2 | 115 6074 | 49 | | | | | | | | |
| C380 | BLACK ROCK 8.1 MO. PAC. CR. 0.0 | 59 3273 | 203 | Interlocking | | | | | | | |
| C398 | HOXIE 8.1 | 176 9106 | 79 | | | | | | | | |
| C408 | SEDGWICK 13.9 | 136 7140 | 28 | | | | | | | | |
| C420 | JONESBORO 2.2 ST. L. S. W. CR. 1.8 MO. PAC. CR. 6.9 | 220 11339 | YARD | Interlocking | | | | | | | |
| C431 | BAY 5.5 ST. L. S. W. CR. 0.4 | 109 5798 | 25 | Interlocking | | | | | | | |
| C437 | TRUMANN 3.3 | 31 1891 | 102 | | | | | | | | |
| C440 | COON 7.6 | 141 7356 | | | | | | | | | |
| C447 | MARKED TREE 2.2 | 63 3474 | 310 | | | | | | | | |
| C450 | TYRONZA JCT. 12.6 | | | | | | | | | | |
| C462 | TURRELL 9.7 | 134 7028 | 73 | | A M 10 00 | | | | P M 11 30 | | |
| C472 | HARVARD 3.5 | | YA | RD | | | | | | | |
| C475 | CRITCO 6.0 | | | | | | | | | | |
| C481 | BRIDGE JCT., ARK. 0.0 A. & M. RY. B. & T. CO. CR. 1.6 SHELCO, TENN. 0.6 UNION RY. CR. 0.2 I. C. CR. 0.6 | 65 3594 | 33 | Interlocking | | | | | | | |
| | MEMPHIS 2.1 UNION RY. CR. 4.0 NONCO 1.0 DEMO 4.6 | | | Interlocking YA RD GA TE | | | | | | | |
| C496 | TENNESSEE YARD (144.8) (168.6) | | YA | RD | 12 01 A M | 9 00 A M | 6 30 A M | 5 15 P M | 7 30 P M | 10 00 P M | 5 00 A M |
| | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | |
| | | | | | BTX | 834 | 134 | QLA | NWF | 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 Cars Feet | Other | | 38 | 130 |
| Leave Daily | Leave Daily | | | | | | | | Arrive Daily | Arrive Daily |
| A M 9 40 | A M 12 10 | C109 | 102.7 | EDWARD 8.1 | | | | | A M 4 30 | P M 6 30 |
| | | L111 | 110.8 | ANNA 8.2 | | 84 4544 | | | | |
| | | L117 | 117.0 | FARLINGTON 7.2 | | 119 6293 | 26 | | | |
| | | | 124.2 | A.T.&S.F. CROSSING 0.2 | | Interlocking | | | | |
| | | L124 | 124.4 | GIRARD 5.2 | D | | 170 | | | |
| | | L130 | 128.6 | BEULAH 6.3 | | 135 7053 | 6 | | | |
| | | | | PARSONS SUBDIV. CR. 0.0 | | GATE | | | | |
| | | L136 | 135.9 | CHEROKEE 0.8 | D | 63 3464 | YARD | Y | | |
| | | | 136.7 | M. P. CROSSING 4.0 | | GATE | | | | |
| | | L141 | 140.7 | SCAMMON 7.0 | 913 | 114 6026 | 24 | | | |
| | | | 147.7 | M.-K.-T. CROSSING CARTHAGE SUBDIV. CR. 0.0 | | Interlocking | | | | |
| | | L148 | 147.7 | COLUMBUS 8.1 | 2S | 62 3400 | YARD | Y | | |
| | | L154 | 153.8 | NEUTRAL 5.2 | | 129 6787 | | | | |
| | | L159 | 159.0 | BAXTER SPRINGS KAN. 1.7 | D | 124 6501 | YARD | ORY CB | | |
| | | | 160.7 | MIAMI BRANCH CR. 4.6 | | Interlocking | | | | |
| | | L165 | 165.3 | QUAPAW, OKLA. 7.2 | | 130 6841 | 94 | Y | | |
| | | L173 | 172.6 | MIAMI 8.7 | D | 67 3693 | 70 | | | |
| | | L179 | 179.2 | NARCISSA 7.5 | | 136 7108 | | | | |
| P M 4 00 P M | 3 30 A M | G348 | 186.7 | AFTON (84.0) | D | | YARD | CB | 1 00 A M | 3 30 P M |
| Arrive Daily | Arrive Daily | | | | | | | | Leave Daily | Leave Daily |
| 139 | 137 | | | | | | | | 38 | 130 |

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

MIAMI BRANCH — AFTON SUBDIVISION
SOUTHWARD

| Communicating Office | Distance from Kansas City Via Miami | STATIONS | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Station Number | Track Capacity | |
|----------------------|-------------------------------------|--------------------------|--|----------------|----------------|-------|
| | | | | | Siding | Other |
| D | 172.5 | MIAMI 8.2 | OR YCB | L173 | YA | RD |
| | 178.7 | CENTRAL MILL 2.8 | | LA169 | YA | RD |
| | 181.5 | PICHER, OKLA. 5.3 | Y | LC181 | | 35 |
| | 187.3 | AFTON SUBDIV. CR. 0.0 | | | Interlocking | |
| D | 187.3 | BAXTER SPRINGS, KAN. | | L159 | YA | RD |
| | | (14.8) | | | | |

PICHER BRANCH—AFTON SUBDIVISION
SOUTHWARD

| Communicating Office | Distance from Kansas City | STATIONS | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Station Number | Track Capacity | |
|----------------------|---------------------------|-----------------------|--|----------------|----------------|-------|
| | | | | | Siding | Other |
| | 165.3 | QUAPAW 2.2 | Y | L165 | 126 | 94 |
| | 167.5 | CENTURY 1.5 | | | | |
| | 169.0 | CARDIN, 1.5 | | LA168 | | 78 |
| | 167.5 | CENTURY 1.5 | | | | |
| | 169.0 | CENTRAL MILL (3.7) | | LA169 | YARD | |

SOUTHWARD

EASTERN DIVISION — PARSONS SUBDIVISION

NORTHWARD

Service
Rendered
By
Extras

| Communicating Office | Distance from Kansas City Miles | STATIONS | Fuel, Water, Turn Table, Wys. Sld. Clock, Bulletin | Station Number | Track Capacity | |
|----------------------|------------------------------------|-------------------|--|----------------|----------------|-------|
| | | | | | Siding | Other |
| D | 115.5 | ARCADIA | | C116 | | 22 |
| | 120.0 | MERTZ | | | | 126 |
| | 123.0 | MULBERRY, KAN. | | | | 3 |
| | 124.0 | K. C. S. CROSSING | | | Interlocking | |
| | 128.2 | M. P. CROSSING | | | GATE | |
| | 129.1 | MINDEN MINES, MO. | | | | 15 |
| | 136.6 | PITTSBURG, KAN. | OR YCB | M137 | YARD | |
| | 136.7 | K. C. S. CROSSING | | | GATE | |
| | 142.0 | SINCLAIR | | | | 13 |
| | 144.8 | M. P. CROSSING | | | | |
| | 145.6 | AFTON SUBDIV. CR. | | | GATE | |
| | 145.6 | CHEROKEE | Y | L136 | YARD | |
| | 156.8 | McCUNE | | M157 | | 62 |
| | 160.8 | STRAUSS | | M161 | | 18 |
| D | 170.6 | PARSONS | | M171 | | 40 |
| | 170.7 | M.-K.-T. CROSSING | | | GATE | |
| | 179.2 | DENNIS | | M179 | | 35 |
| | | (63.7) | | | | |

Service
Rendered
By
Extras

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

FT. WOOD BRANCH
(Operating for United States Government)

WESTWARD**EASTWARD**

| Service Rendered By Extras | Distance from Bundy Jct. | STATIONS | Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin | Station Number | Track Capacity | | Service Rendered By Extras |
|-------------------------------|-----------------------------|---------------------|--|-------------------|-------------------|-------|-------------------------------|
| | Miles | | | | Siding | Other | |
| | 0.0 | BUNDY JCT. 7.3 | Y | | | | |
| | 7.3 | HUNT 5.5 | | AB 7 | 57 | | |
| | 12.8 | WERN 3.7 | | AB13 | 32 | | |
| | 16.5 | LEE 2.0 | | AB16 | 30 | | |
| | 18.5 | FT. WOOD WYE 1.0 | Y | | | | |
| | 19.5 | FT. WOOD | | AB19 | YARD | | |
| | | (19.5) | | | | | |

3. MAXIMUM SPEED

| | |
|-----|-----|
| MPH | Ft. |
| | 25 |

4. SPEED RESTRICTIONS:

| | |
|---|----|
| On Wye, Bundy Jct. | 15 |
| Curves between MP AB 2-20 and MP AB 2-30 | 20 |
| AB 4-10 AB 6-25 | 20 |
| AB 8-20 AB 10-20 | 20 |
| Over Big Piney Bridge, Mile AB 12.1 | 15 |
| Curves between MP AB 13-19 and MP AB 13-24 | 20 |
| AB 14 AB 15- 4 | 20 |
| AB 15-30 AB 18-15 | 20 |
| Over First St. Crossing Fort Wood MP AB 18-39 | 15 |

7. BLOCK SIGNALS.

ABS Bundy Jct. to MP AB-19-7.

Train Meet Signs:

Lee, MP AB 16-13. Westward Trains

Trains on main track, waiting for or to meet opposing trains, will stop back of sign until opposing train reaches switch. If train on main track passes sign, opposing approach signal will display stop indication.

11. LOCATION OF YARD LIMITS.Bundy Jct. (Ft. Wood Branch only).
Ft. Wood.**13. AUXILIARY LINES.**

(Rule 14, W and X)

Bundy Jct. Ft. Wood Branch

16. PERMISSIBLE LOAD LIMITS.

| | |
|------------------------------------|--|
| Maximum Gross Weight of Cars | Bridge Class of Engines and Derricks |
|------------------------------------|--|

Ft. Wood Branch **263,000 70.4

Double asterisk (**)—except cars shorter than 40 feet to be limited to 220,000 pounds.

17. GENERAL INSTRUCTIONS.**TRACK RESTRICTIONS**

Engines will not be operated on coal tipple at Ft. Wood.

Movements in Tracks 1, 2, 3, 4, and 5, Warehouse District, Ft. Wood, will not exceed 10 MPH in congested area.

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. | |
| Curves between MP 122-9 and MP 122-39..... | 50 |
| 123-15 124-10..... | 45 |
| 130-18 130-26..... | 50 |
| 131-19 132-1..... | 45 |
| 134-10 137-10..... | 45 |
| 140-1 142-15..... | 50 |
| 142-15 145-23..... | 45 |
| 148-12 151-37..... | 45 |
| 152-35 162-22..... | 50 |
| 162-29 163-33..... | 45 |
| 163-38 165-11..... | 50 |
| 166-20 167-32..... | 45 |
| 169 170-28..... | 45 |
| 172-19 172-33..... | 45 |
| 173-24 175-13..... | 50 |
| 181-30 183-32..... | 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 213-21 and MP 213-23 eastward trains or engines using siding until engine over crossing..... | 10 |
| Between MP 236 and MP 237-18..... | 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 |
| 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 |
| Curve between MP 255-9 and MP-255-20..... | 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 271-5 and MP 273-20..... | 60 |
| 274-21 274-38..... | 60 |
| Between MP 277-24 and MP 280-30 (both tracks)..... | 35 |
| Through turnout at end of two main tracks, Globe..... | 35 |

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 |
| Curves between MP F-354-30 and MP F-354-37..... | 40 |
| 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-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 |
| Between MP H-341-10 and MP H-347-30..... | 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 |

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 |
| Between MP F-483-23 and MP F-484-8, until engine through interlocking and over crossings..... | 12 |
| Between MP F-500-14 and MP F-501-15..... | 30 |
| MP F-501-15 and MP F-506-23..... | 15 |
| MP F-504-14, Westward trains until engine over Ohio Ave. | 5 |

Burton Subdivision:

| | |
|---|----|
| 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 |
| MP F-547-7, until engine over crossing..... | 10 |
| Mile F-551.5, interlocking, until engine over crossing..... | 20 |

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 |
| Between MP D-19-32 and MP D-20-20..... | 25 |
| MP D-21-9 until engine or lead car over crossing..... | 10 |
| Between MP D-51-14 and MP D-79..... | 20 |
| D-79 D-81-21..... | 25 |
| Between MP D-86-22 and MP D-87-5 until engine over crossings..... | 10 |

4. SPEED RESTRICTIONS (Continued).

| | Miles Per Hour Freight |
|---|---------------------------|
| Curves between MP D- 95-23 and MP D- 96 | 25 |
| D- 98-12 D- 98-22..... | 25 |
| D-115-7 D-115-11..... | 25 |
| D-120-19 D-120-24..... | 25 |
| D-129-13 D-130-4 | 20 |
| D-144 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 |
| Mile C-2.0, interlocking, until engine or lead car through limits | 20 |
| Between MP C-2 and MP C-3-7 | 20 |
| MP C-3-37 until engine or lead car over crossing..... | 30 |
| Through crossovers "B" between MP C-3-39 and MP C-4-2 | 35 |
| Between Rosedale and Bonita (East Track)..... | 35 |
| Between MP C-7-46 and MP C-9-43 (West Track)..... | 40 |
| Through crossovers "C" between MP C-15-14 and MP C-15-22 | 35 |
| Between MP C-20-11 and MP C-21-22 (West Track) until engine over crossings | 40 |
| Through turnout end of two main tracks MP C-26-24..... | 35 |
| Through turnout end of two main tracks MP C-37-13..... | 50 |
| Between MP C-41-39 and MP C-41-50..... | 50 |
| Through turnout M.K.T. Long track MP C-41-39 | 25 |
| Through turnout at end of two main tracks MP C-41-40..... | 50 |
| Between MP C-41-50 and MP C-43-20..... | 45 |
| Curves between MP C-96-1 and MP C-96-12..... | 50 |
| C-96-35 C-96-38..... | 30 |
| Fort Scott, through turnout, north end Long track..... | 25 |
| Between MP C-98-35 and MP C-98-39..... | 10 |
| Ash Grove Subdivision: | |
| 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 |
| Between MP C-98-47 and MP C-100-33 until engine over crossings | 30 |
| Edward, through turnouts | 25 |
| Curves between MP C-102-25 and MP C-102-31..... | 35 |
| C-102-36 C-103-37..... | 45 |
| C-104-32 C-105-2 | 50 |
| C-106-15 C-106-30..... | 45 |
| C-115-15 C-115-30..... | 40 |
| C-116-12 C-116-20..... | 50 |
| C-137-24 C-139-4 | 50 |
| C-159-18 C-159-28..... | 50 |
| C-162-7 C-167-15..... | 50 |
| C-167-17 C-167-37..... | 40 |
| C-168-15 C-168-27..... | 50 |
| C-173-3 C-176-17..... | 50 |
| C-179-31 C-181-27..... | 50 |
| Between MP C-182-37 and MP C-183-30 until engine over crossings | 45 |
| Curves between MP C-187-35 and MP C-188-4 | 50 |
| Mile C-198.3, diverging route | 25 |

EASTERN
Miles Per Hour
Freight

Willow Springs Subdivision:

| | |
|---|----|
| Between East end of 43 track and Pacific St. Jct..... | 10 |
| Pacific St. Jct. and Pine St. Jct. | 20 |
| Pine St. Jct. and M. K. Jct. (Southward movements) | 20 |
| M. K. Jct. and Pine Street Jct. (Northward movements) | 10 |
| Until engine or lead car over Main Street..... | 5 |
| Through either crossover just east Main Street..... | 10 |
| Until engine over Campbell Street | 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 | |
| Cabool, south end siding | |
| Willow Springs, north end siding | |
| West Plains, north end siding | |
| Mile C-202.9 through interlocking | 15 |
| Engine of Northward trains passing MP C-204-15..... | 45 |
| Through turnout at MP 235-4 and MP C-206-10..... | 35 |
| Between MP 235-4 and MP C-206-10..... | 35 |
| Curves between MP C-206-10 and MP C-207-18..... | 50 |
| C-207-21 C-213-28..... | 45 |
| C-243-14 C-244-25..... | 45 |
| C-244-25 C-245-32..... | 40 |
| C-247-18 C-251-17..... | 45 |
| C-251-27 C-254 | 40 |
| C-254-2 C-266-33..... | 50 |
| Engine of Southward trains passing MP C-259-34..... | 50 |
| Curve between MP C-266-33 and MP C-267-22..... | 40 |
| Between MP C-269-6 and MP C-269-29..... | 20 |
| Curves between MP C-270-23 and MP C-274-35..... | 50 |
| C-280-28 C-281-12..... | 40 |
| C-286-37 C-299-21..... | 50 |
| C-299-21 C-309-37..... | 45 |
| Between MP C-313-20 and MP C-315-15 until engine through these limits | 45 |
| Curves between MP C-319-11 and MP C-325-36..... | 50 |
| C-325-37 C-326-7 | 45 |
| C-327-30 C-336-26..... | 50 |
| Engine of Northward trains passing MP C-331-3 | 50 |
| Curves between MP C-336-29 and MP C-337-9 | 35 |
| C-337-19 C-338-34..... | 50 |
| Through turnout north end No. 1 track, Thayer..... | 25 |
| BetweenMP C-339-14 and MP C-339-39..... | 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 |
| Memphis Subdivision: | |
| Between MP C-339-14 and MP C-339-39 | 20 |
| Through turnout South end No. 1 track, Thayer..... | 20 |

4. SPEED RESTRICTIONS (Continued).

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

| | MPH Freight |
|--|----------------|
| Curves between MP C-340-26 and MP C-342-5 | 45 |
| C-342-11 C-351 | 40 |
| C-351-1 C-356-32 | 45 |
| C-356-32 C-357-3 | 40 |
| C-357-3 C-358-27 | 45 |
| C-364-7 C-364-27 | 45 |
| C-367-19 C-371-28 | 45 |
| C-372-7 C-374-13 | 40 |
| C-374-14 C-378-1 | 45 |
| C-382-20 C-383-6 | 45 |
| C-385-10 C-387-21 | 45 |
| C-398-20 C-398-31 | 55 |
| C-408-28 C-408-34 | 60 |
| C-413-8 C-414-12 | 55 |
| Between MP C-419-6 and MP C-420-22 | 20 |
| Over St. L. S. W. crossing MP C-422-7 | 40 |
| Engine of Northward trains passing MP C-423-31 | 60 |
| Curves between MP C-433-5 and MP C-433-9 | 60 |
| C-447-8 C-447-20 | 55 |
| Through Southern Division Turnout Turrell | 25 |
| Curves between MP C-461-15 and MP C-462-24 | 60 |
| 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 |
| Through crossovers near MP C-473-11 | 25 |
| Between Harvard and Critco on west track | 35 |
| Engine of Southward trains passing MP C-480-21 | 35 |
| Curves between MP C-480-25 and MP C-480-35 | 45 |
| Over A. & M. Ry. B. & T. Co. Cr. Bridge Jct. | 30 |
| Over Mississippi River Bridge | 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 |
| | 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.

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.

| | MPH Freight |
|---|----------------|
| Shelco, over end two main tracks | 15 |
| Shelco to Tennessee Yard, over street crossings | 20 |
| Memphis, through interlocking | 10 |
| Between Memphis and Mile C-485.9 | 20 |
| Between Mile C-485.9 and Nonco | 30 |
| Between MP C-490-15 and MP C-494-20½ | 20 |
| Tennessee Yard, through main track turnout | 20 |
| 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 through these limits | 20 |
| MP L-135-23 and MP L-136-27, until engine through these limits | 20 |
| MP L-147-22 and MP L-148-17, until engine through these limits | 20 |
| MP L-148-19, over switch on both tracks | 25 |
| MP L-158-34 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 |
| 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 |

4. SPEED RESTRICTIONS (Continued).

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 |

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 Plow SF 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:

5. OTHER SPEED RESTRICTIONS (Continued).

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):

| | | |
|---|----|-----|
| Rolla, Lebanon and Springfield Subdivisions..... | 30 | MPH |
| 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, and locomotives moving on revenue billing, will be handled on written instructions of Chief Dispatcher.

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 99022 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 Chicopee | 10 | No | No |

5. OTHER SPEED RESTRICTIONS (Continued).

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

| | 100 Ton or Lighter Derricks MPH | 160 Ton Derricks 99024 99029 MPH | 250 Ton Derricks 99021 99022 99025 MPH |
|---|---|--|---|
| 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 Pocahtontas..... | 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 5-16 |
| ABS—MP 7-8 | to MP 15-28 (Westward Track) |
| | to MP 17-37 (Eastward Track) |
| CTC—MP 15-28 (North Track) | to MP 237-18 (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 |
| Bols 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:

| | |
|--------------------------------|-----------------------|
| Lindenwood and MP 7-35 | south track |
| 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 5-16 movement of trains with current of traffic will be as prescribed by Rules 251 to 254 inclusive.

Between Lindenwood and beginning CTC MP 15-28 on Westward track and between end CTC MP 17-37 and MP 7-35 on Eastward track, movement of trains with current of traffic will be as prescribed by Rules 251 to 254, inclusive.

Between Lindenwood and MP 7-35 movement of trains for both opposing and following movements on South track, will be as prescribed by Rules 261 to 264, 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.

Aurora: White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If no white light displayed, authority for move must be secured from dispatcher.

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

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 devices on bridge C-436.3 and bridge C-436.8 connected with CTC system. When "Stop" signal MP C-436-5 displays "Stop" indication, observe CTC and interlocking rules. If signal remains at "Stop" examine bridges C-436.3 and C-436.8 and know bridges safe before passing over. When "Stop" signal MP C-438-21 displays "Stop" indication, observe CTC rules. If signal remains at "Stop" examine bridge C-436.8 and know bridge safe before passing over. When "Stop" signal MP C-436-9 displays "Stop" indication, observe CTC and interlocking rules. If signal remains at "Stop" examine bridge C-436.3 and know bridge safe before passing over.

"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.

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

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.

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

LOCATION OF HOT BOX DETECTORS

| | |
|--------|--------|
| *MP | 29-22 |
| MP | 90-36 |
| *MP | 210-38 |
| *MP | 260-40 |
| *MP C- | 27-19 |
| *MP C- | 78-29 |
| *MP C- | 134-9 |
| *MP C- | 178-31 |
| *MP C- | 228-11 |
| *MP C- | 273-23 |
| *MP C- | 303-19 |
| MP C- | 368-15 |
| MP C- | 427-6 |
| MP C- | 468-15 |

* Detector equipped with automatically controlled flashing yellow indicator and white lights. Trains observing indicator displaying flashing yellow will stop and inspect train. White light displayed indicates side of train affected.

LOCATION OF SPRING SWITCHES.

North Springfield:

West end crossover between freight main track and drill track
MP 236-33.

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 237-16.

| | |
|------------------|--------------------------|
| 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 |
| 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 |
| Mo. Pac. 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 |

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-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 |
| 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 |

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

Burrton 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. |

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 Wye | KCS | Against SL-SF |
| Freight House Lead | KCS | Against SL-SF |
| 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
8:01 a.m. to 11:01 p.m.

| | |
|----------|-----------------|
| Fredonia | Parsons Subdiv. |
| Beaumont | |

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 ENGINE OPERATION.

Engines must not be handled without air being coupled and brakes on engine fully released.

To prevent damage to traction motor gears, before coupling into train with engine, stop must be made between five and twenty feet of coupling.

RD-SW units must not be used as lead unit of an engine containing other than RD-SW units unless authorized by Chief Dispatcher.

ALCO RD-SW units (103-111) must not be used in engine containing other type of units.

An engine containing or composed of RD-SW units will be the lead engine when doubleheading and must not be doubleheaded with another engine composed of or containing RD-SW units.

MAKE UP OF ENGINES.

RD-SW units may be combined only with units 18-77 and 118-199 with maximum of six (6) combined units with following restrictions:

5 units — Not more than three (3) RD-SW units may be used and RD-SW units must be three middle units of engine.

6 units — Not more than one (1) RD-SW unit may be used and RD-SW unit must be next to lead unit of engine.

When four (4) RD-SW units are used in an engine, they must not be combined with other units.

HANDLING ENGINES IN TRAINS.

Not more than three (3) 900 series units coupled together, either working and/or being handled in train, will be permitted without separation by unit of less weight or by a car not exceeding 177,000 pounds gross weight.

Engines 4 to 11 inclusive will be handled only in trains of not over forty (40) cars and will be placed not more than fifteen (15) cars ahead of caboose. Other engines of one (1) or more units will be handled next to engine handling train or behind short loads and short empties on trains picking up and/or setting out enroute but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end of train, except SW or RD-SW units shall be handled within six (6) cars of engine handling train and each SW and RD-SW unit shall be separated by one or more cars and/or road units, and shall not be coupled directly behind engine handling train. The minimum total brake pipe reduction when handling engines in train shall not be less than twelve (12) pounds.

14. INSTRUCTIONS RELATING TO ENGINE OPERATION.

(Continued)

Engines must not be handled unless air brakes are in operation. When engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold engines. If no cars are available, hand brakes on engines must be set. Hand brakes on engines must be released when towed in train. Engines in service or in tow, except when switching, shall not be coupled to cars containing loads liable to shift.

RESTRICTIONS

When necessary to shove train or cars forward or make back up movement or take slack with an engine composed of following units, be governed by following:

Combination of units 18-77, 118-199 and 500-632:

- 4 units — containing three or four RD-SW units, work power on only three units next to cars.
- 5 units — containing one RD-SW unit, work power on only four units next to cars.
- 5 units — containing two or more RD-SW units, work power on only three units next to cars.
- 6 units — containing no RD-SW unit, work power on only five units next to cars.
- 6 units — containing one RD-SW unit, when shoving work power on only four units next to cars; when making back up movement or taking slack, work power on only five units next to cars.

Combination of units 75-77, 140-152 and 700, 800 and 900 series units:

- 4 or more units — Work power on only 3 units next to cars except if consist includes more than two 900 series units, work power on only two units next to cars.

900 series units may be operated on, and are restricted to, the following territories:

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

15. REVISIONS OF THE RULES OF THE TRANSPORTATION DEPARTMENT.

Definition Schedule amended:

Note added: Number may be designated by numerals and/or alphabetic letters.

Definition Yard Limits amended:

The tracks between Yard Limit signs or as authorized by train order Form U.

Rule 2 amended:

Delete "yardmen".

Rule 3(b), first sentence, amended:

Conductors, or engine foremen, and enginemen must compare time with each other before commencing each day's work or trip, and with their brakemen and firemen as soon thereafter as practicable.

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 signaled 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) is 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 signaled 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 101(a), Paragraph 2, amended:

Speed restriction signal (a yellow flag, yellow reflector or a yellow light) will be placed on engineman's side of track: in block signal limits two (2) miles, or more if necessary, from restricted track; outside block signal limits one (1) mile, or more if necessary, from restricted track and resume speed signal (a green flag, green reflector or green light) will be placed on engineman's side of track fifty (50) feet beyond the end of restricted track.

Rule 101(a), Paragraph 4, amended:

When restricted track is less than required distance from terminal or junction point and distance does not permit yellow signal to be displayed as required by the rules, restricted track must be protected by flagman until foreman is advised that restriction is protected by train order. Yellow signal will be displayed as far from restriction as possible, but not farther than the first switch through which train leaves the terminal and not beyond clearance at a junction point. The location of such yellow signal so placed will be stated in the train order.

Rule 101(a), Paragraph 8, amended:

Any condition of track, bridges or structures affecting the movement of trains will be reported to Chief Dispatcher.

Train Order Form U added:

Establishing Temporary Yard Limits.

(Example)

- (1) 8:01 AM until 4:01 PM (date or dates) Rule 93 in effect between (points specified).

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form U orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form U will not be combined with other forms of train orders.

15. REVISIONS OF THE RULES OF THE TRANSPORTATION DEPARTMENT (Continued).

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 | |
| UP | 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 18.

Both the Dispatcher and Operator must tabulate, as above.

Train Order Example Y, Paragraph 2 amended:

Metal flags painted red on side approaching restriction and black on opposite side will be placed not less than three hundred feet from each side of location indicated in order, and yellow flags will be placed on engineman's side of track; in block signal limits two (2) miles, or more if necessary, from red flags; outside block signal limits one (1) mile, or more if necessary, from red flags. Green flags will be placed according to rules.

Rule 503 amended: Add:

(c) A train having passed a "stop" signal displaying stop indication, as authorized by Rule 509(b), may pass succeeding "stop and proceed" signals displaying stop indication without stopping, proceeding at restricted speed.

Rule 552 amended: Add to (6):

providing there is no main track "stop" signal between point of switch and portion of train occupying main track.

Rule 612 amended:

When two or more trains are granted track and time limits within the same limits, dispatchers must inform a member of the crew of each train of the fact.

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 is cancelled.

Rule 750(a):

Time table freight train speeds and restrictions will govern train speeds.

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.

Rule 957 amended:

Enginemen will be responsible for the operation of the locomotive.

16. PERMISSIBLE LOAD LIMITS.

| | | Maximum Gross Weight of Cars | EASTERN Bridge Class of Engines and Derricks |
|--|-----|------------------------------------|---|
| St. Louis (Grand Ave.) - Monett..... | (m) | 263,000 | 70.4 |
| | (a) | 315,000 | |
| Cuba - Buick..... | (m) | 263,000 | 70.4 |
| | (a) | 315,000 | |
| 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 - American Salt Co..... | | 263,000 | 53.8 |
| American Salt Co. - 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 | 70.4 |
| | (a) | 315,000 | |
| Greenfield Spur..... | | 220,000 | 53 |
| Springfield - Bridge Jct..... | (m) | 263,000 | 70.4 |
| | (g) | 315,000 | |
| Bridge Jct. - Shelco..... | (h) | 220,000 | 65.8 |
| | (i) | (m) 263,000 | |
| | | (g) 315,000 | |
| Shelco - Tennessee Yard..... | (m) | 263,000 | 69 |
| | (g) | 315,000 | |
| Willow Springs - Winona..... | | 220,000 | 45 |
| Winona - Chicopee..... | | 177,000 | 45 |
| Hoxie - Pocahontas..... | (j) | 220,000 | 45 |
| Tyronza Jct. - LePanto..... | | 220,000 | 45 |
| Marion - Hulbert..... | | 263,000 | 62 |
| Edward - Afton..... | (m) | 263,000 | 70.4 |
| | (k) | 315,000 | |
| 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.

16. PERMISSIBLE LOAD LIMITS (Continued).

- (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 QLA, NWF, 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 and MP L-162-12.

BETWEEN ST. LOUIS AND MONETT

Trains: Connections of 35, 36, 438, BTX and Third Class Trains.

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. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of trainmaster.

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.

Triple loads will not be handled in road movement except on instructions of Chief Dispatcher.

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 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, except when locomotive horsepower is 5,000 or less restriction does not apply.

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. Empty yard or switch movement of SL-SF 105500 shall be under the direction of a mechanical or transportation supervisor but not exceeding 5 MPH.

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.

Trains from the east or south must receive proceed signal 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.

17. GENERAL INSTRUCTIONS (Continued).

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.
 Weir City: First 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.
 Tyrnza: Team Track—Highway 118.

TRACK RESTRICTIONS

- Pacific: MP 36-17. Industry track, engine not permitted beyond clearance.
 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 tiple. 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.
 Maxine: Engine or cars will not use tracks No. 1 and 2 under tiple of Clemens Coal Company.
 Picher: Engines will not exceed 15 MPH on Century track.

TRACKS AND INDUSTRIES NOT OTHERWISE SHOWN

| Rolla Subdivision | Mile | Car Capacity | Number | End Connection | Willow Springs Subdivision | Mile | Car Capacity | Number | End Connection |
|--------------------------------|-------|--------------|--------|----------------|-----------------------------|-------|--------------|--------|----------------|
| Old Orchard..... | 8.7 | 30 | | East | Dunn..... | 273.6 | 16 | C-274 | South |
| Tree Court..... | 16 | 56 | 016 | West | Sterling..... | 289 | 4 | C-289 | North |
| Catawissa..... | 38.8 | 12 | 039 | West | Terresita..... | 315.5 | 4 | S-315 | North |
| Leasburg..... | 79.6 | 28 | 080 | East | | | | | |
| Schundler..... | 99.1 | 10 | 099 | East | | | | | |
| Salem Branch | | | | | Memphis Subdivision | | | | |
| Sankey..... | 94.3 | 18 | A-094 | Both | Mammoth Spring..... | 342.3 | 116 | C-342 | Both |
| Hitch..... | 110.6 | 5 | A-111 | West | Williford..... | 368.4 | 79 | C-368 | Both |
| Howes..... | 121.5 | 19 | A-122 | Both | Sloan..... | 383.7 | 55 | C-384 | Both |
| Cherryville..... | 107.4 | 30 | AC-107 | Both | Valley Stone..... | 384.5 | 72 | C-385 | North |
| | | | | | Hogan..... | 385 | 70 | C-385 | Both |
| Lebanon Subdivision | | | | | Portia..... | 392.2 | 53 | C-392 | Both |
| Wally..... | 233.9 | 62 | | Both | Bono..... | 412.1 | 41 | C-412 | South |
| | | | | | Aggie..... | 421.4 | 12 | C-421 | North |
| Springfield Subdivision | | | | | Tuck..... | 422.8 | 20 | C-423 | South |
| Ozark Branch | | | | | Nettleton..... | 423.8 | 99 | C-424 | Both |
| Cassidy..... | 253 | 10 | A-253 | North | Tyronza..... | 452 | 30 | C-452 | North |
| | | | | | Gilmore..... | 458.9 | 32 | C-459 | Both |
| Carthage Subdivision | | | | | Clarkdale..... | 466.7 | 26 | C-467 | South |
| Military..... | 334.6 | 50 | F-335 | East | Marion..... | 473.6 | 40 | C-474 | Both |
| Red Plant..... | 324.6 | 50 | H-324 | Both | | | | | |
| Old Rock, Mo..... | 338.4 | 26 | | West | Alton Subdivision: | | | | |
| Old Rock, Kans..... | 338.4 | 8 | | West | Commerce..... | 177.4 | 8 | LB-177 | Both |
| Horn..... | 340.5 | 2 miles | HB-343 | West | Century Line..... | 182.3 | 2 miles | LC-182 | North |
| | | | | | 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-497 | 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 | | South |
| Alexander..... | 11.5 | 21 | D-011 | North | Litchfield..... | 133 | 40 | | Both |
| Melville..... | 15.4 | 4 | D-015 | South | Atlas..... | 139.8 | 47 | | North |
| Flinn..... | 17.7 | 15 | D-017 | North | Maxine..... | 142.3 | 50 | | Both |
| Jeffreys..... | 20 | 11 | D-020 | North | Empire..... | 143 | 3 miles | | North |
| Harrelson..... | 32.8 | 36 | D-033 | Both | Opolis..... | 144.4 | 7.2 miles | | North |
| Livingston..... | 83.2 | 52 | D-083 | Both | Weir City..... | 145.2 | 3.2 miles | | Both |
| Vista..... | 119.8 | 26 | D-120 | Both | Kansas Ordnance Plant..... | 167 | 6 miles | M-167 | South |
| Vista..... | 119.8 | 26 | D-120 | Both | | | | | |
| Cliquot..... | 146.8 | 26 | D-147 | Both | | | | | |
| Wishart..... | 163.9 | 26 | D-164 | Both | | | | | |

18. 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**

**LEARN AND USE...
SAFE WORK HABITS**

19. 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 | | | |
| 27 | 2 | 13 | 47 | 1 | 16 | | | |
| 28 | 2 | 8 | 48 | 1 | 15 | | | |
| 29 | 2 | 4 | 49 | 1 | 13 | | | |
| 30 | 2 | | 50 | 1 | 12 | | | |

20. 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 (Converted Derrick) | 189,300 | 100 | E-46.7 | | | | |

* Diesel.

21.—CLASSIFICATION OF ENGINES.

| UNIT NO. | DESIGNATION | CLASS OF SERVICE | HORSEPOWER | MAX. SPEED IN SERVICE OR IN TOW | BRIDGE CLASS | TONS LIGHT WEIGHT |
|----------|-------------|------------------|------------|---------------------------------|--------------|-------------------|
| 4—8 | GE | SW | 380 | 25 | 16 | 42 |
| 11 | GE | SW | 300 | 20 | 19.1 | 44 |
| 18—39 | F-7-A | ROAD | 1500 | 65 | 36.8 | 110 |
| 40—51 | F-7-A | ROAD | 1500 | 65 | 42.4 | 114 |
| 62—66 | F-7-A | ROAD | 1500 | 65 | 36.8 | 109 |
| 75—77 | F-9-A | ROAD | 1750 | 65 | 38.4 | 114 |
| 103—111 | ALCO | RD-SW | 1000 | 60 | 39.5 | 114 |
| 118—139 | F-7-B | ROAD | 1500 | 65 | 36.8 | 110 |
| 140—152 | F-9-B | ROAD | 1750 | 65 | 39 | 113 |
| 160—167 | F-7-B | ROAD | 1500 | 65 | 36.8 | 109 |
| 190—199 | F-7-B | ROAD | 1500 | 65 | 38.3 | 108 |
| 200—237 | BL-EMD | SW | 1000 | 35 | 39.5 | 116 |
| 238—241 | BLW | SW | 1000 | 35 | 38 | 110 |
| 250—265 | NW-2 | SW | 1000 | 35 | 40.3 | 119 |
| 270—281 | FM | SW | 1000 | 35 | 39.5 | 115 |
| 282—285 | FM | SW | 1200 | 35 | 40.3 | 118 |
| 290—294 | ALCO | SW | 1000 | 35 | 38 | 111 |
| 300—304 | SW-7 | SW | 1200 | 35 | 40.3 | 119 |
| 305—314 | SW-9 | SW | 1200 | 35 | 40.3 | 119 |
| 315—330 | SW-15 | SW | 1500 | 45 | 41.8 | 115 |
| 500—632 | GP-7 | RD-SW | 1500 | 65 | 39.5 | 115 |
| 700—732 | GP-35 | ROAD | 2500 | 65 | 41.4 | 115 |
| 800—831 | U-25-B | ROAD | 2500 | 65 | 41.7 | 115 |
| 832—835 | U-30-B | ROAD | 3000 | 65 | 41.7 | 115 |
| 900—928 | SD-45 | ROAD | 3600 | 65 | *53.6 | 170 |

*900 series units may be operated on, and are restricted to, territory listed in Special Instructions 14.