



# St. Louis - San Francisco Railway Company



**EASTERN DIVISION**

## **TIME TABLE NO. 3**

**Effective**

**Wednesday, January 1, 1975**

**at 12:01 A. M.**

Central Standard Time

**SUPERSEDING PREVIOUS TIME TABLES**

H. C. BITNER—Gen. Mgr.

V. J. DECKARD—Senior Ass't. Gen. Mgr.

R. A. RORIE — Ass't. Gen. Mgr.

**FOR EMPLOYEES ONLY**

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

## EASTERN DIVISION

C. C. Lane	Superintendent	Springfield
H. L. Buckner	Trainmaster-General Agent	Wichita
D. W. Patton	Trainmaster	Springfield
W. H. Davis	Trainmaster	Rolla
P. E. Paulsell	Chief Dispatcher	Springfield
C. W. Caraway	Road Foreman of Equipment	St. Louis
W. E. McCullough	Road Foreman of Equipment	Monett
F. J. Smith	Road Foreman of Equipment	Springfield

## SPRINGFIELD TERMINAL DIVISION

M. M. Brower	Superintendent	Springfield
W. H. Hulsey	Asst. Superintendent	Springfield
J. M. Godfrey	Trainmaster	Springfield
R. M. Hardwicke	Trainmaster	Springfield
R. E. Tyndall	Trainmaster	Springfield
K. K. Kluthe	Asst. Trainmaster-General Agent	Springfield

## ST. LOUIS TERMINAL DIVISION

R. D. White	Superintendent	St. Louis
L. E. Carner	Asst. Superintendent	St. Louis
J. B. Harvey	Asst. Superintendent	St. Louis
T. A. Griffith	Trainmaster	St. Louis
D. L. Patton	Trainmaster	St. Louis
S. E. Zellman	Trainmaster	St. Louis
F. J. Boyer	Trainmaster	St. Louis
W. L. Martin	Asst. Trainmaster	St. Louis
C. R. Carmody	Asst. Trainmaster-Gen. Agent	St. Louis

## WESTERN DIVISION

B. J. Lutzenberger	Superintendent	Tulsa
L. T. Ables	Trainmaster	Tulsa
F. A. Peebles	Road Foreman of Equipment	Tulsa

## TULSA TERMINAL DIVISION

W. R. Wallace	Superintendent	Tulsa
J. E. O'Hearn	Assistant Superintendent	Tulsa
J. W. Dollar	Trainmaster	Tulsa
D. R. Wilson	Trainmaster	Tulsa
G. E. Chapman	Trainmaster	Tulsa
E. R. Smith	Trainmaster	Tulsa

## EASTERN DIVISION

Movement of Frisco Derricks (Wreckers) is Authorized as Follows:

	100 ton 160 ton 250 ton		
	MPH	MPH	MPH
St. Louis-Monett	25	35	45
Cuba-Lead Jct.	15	15	15
Lead Jct.-Buick	25	25	25
Lead Jct.-Salem	15	No	No
Bridges A105.9, A109.9	5	No	No
Ft. Wood Line	15	15	15
Ozark Branch	10	No	10
*Bridge A247.6			
Mt. Vernon Branch	15	No	No
Pierce City-Wichita	25	20	20
*Bridges F356.1, F400.5, F421.8	20	10	10
Joplin Branch	15	10	10
Wichita-Lorraine	20	No	10
Lorraine-Ellsworth	15	No	No

\*On Bridges shown separate 160 and 250 ton derricks from engine with 3 cars not exceeding 100,000 lbs. gross weight each.

## EXPLANATION OF SYMBOLS

Ⓐ—Automatic interlocking	P—Emergency Phone
B—Bulletin board	⚡—Protect crossing from ground position displaying lighted fusee when necessary
C—Standard clock	R—Radiator water
Ⓓ—Drawbridge	T—Turn table
G—Gate—Normal position against this sub	Ⓢ—Train order signal
Ⓒ—Gate—Normal position against conflicting route	ⓧ—Railroad crossing at grade
□—Gate—Electric locked. Normal position against this sub. Instructions at gate.	Y—Wye
∅—Gate—Electric locked against conflicting route. Instructions at gate.	Ⓨ—Yard limits
Ⓜ—Manual interlocking	Ⓣ—Train order office
O—Diesel fuel	#—White light displayed above indicator denotes dragging equipment.
	@—Detector equipped to transmit intermittent tone over radio when hot box or dragging equipment is indicated

EASTERN DIVISION TIME TABLE NO. 3

## CHIEF SURGEON: DR. V. W. HOLLO, ST. LOUIS

## DOCTORS

## St. Louis, Missouri:

E Dr. Edwin E. Carter*
E Dr. Robert M. O'Brien*
777 S. New Ballas Road
E Dr. R. Reilly Maginn*
E Dr. Harry K. Purcell*
E Dr. Charles S. Sherwin*
911 South Brentwood Blvd.
E Dr. D. Elliott O'Reilly*
1310 South Grand Blvd.
E Dr. Harry C. Morgan**
E Dr. Arthur H. Stein, Jr.**
Barnes Hospital Plaza
E Dr. A. G. Boldizar, Oculist
2821 North Ballas Road
E Dr. Robert C. Drews, Oculist
211 North Meramec
E Dr. W. Howard Lewin, Oculist
413 Frisco Building

## Springfield, Missouri:

E Dr. James M. Giffin
E Dr. Peter B. H'Doubler
E Dr. H. A. Lowe, Jr.
302 Professional Bldg.
E Dr. Donald E. Menchetti
E Dr. Carle H. Schroff
1630 North Jefferson
E Dr. Edward M. Schaeffer, Oculist
E Dr. R. B. Stewart, Oculist
E Dr. John W. Williams, Oculist
600 South Glenstone

## DOCTORS

## Tulsa, Oklahoma:

E Surgical Staff, Glass-Nelson Clinic
2020 South Xanthus
E Dr. Thomas Lewis Ozment, Oculist
6465 South Yale

## Wichita, Kansas:

Dr. H. R. Hodeon
1122 South Clifton
Dr. Jack Ellis Moseley
1122 South Clifton
Dr. Doyle A. Shradler, Oculist
3333 East Central

## Joplin, Missouri:

Dr. V. Dale Alquist
2425 South Jackson
Dr. J. R. Kuhn, Jr.
321 Frisco Building
Dr. B. F. Woodbridge
110 Medical Arts Building
Dr. Patrick L. Butler, Oculist
2401 Jackson Street

E Available for emergency consultation

\* Seen at St. Mary's Hospital in emergency

\*\* Seen at Barnes Hospital in emergency

## LIST OF TIME INSPECTORS

Wiggins Jewelry Co.	7912 Bonhomme Ave., St. Louis, Mo.	63105
Al R. Hoeman, Jewelry	123 West Jefferson Ave., Kirkwood, Mo.	63122
Hart Jewelers	7342 Manchester Ave., Maplewood, Mo.	63143
Atchison Jewelry Co.	St. James, Mo.	65559
Chas. J. Marks, Jeweler	P.O. Box 457, Salem, Mo.	65560
Hocklander Jewelry Co.	330 South Ave., Springfield, Mo.	65806
Lockmiller Jewelers	1964 South Glenstone, Springfield, Mo.	65804
Radford Jewelers of Parkcrest, Ltd.		
Park Crest Mall, 3849 S. Campbell	Springfield, Mo.	65804
Sullivan's Jewelry	131 Madison Ave., Aurora, Mo.	65605
Suit's Jewelry	418 Broadway, Monett, Mo.	65708
Tick-O-Time Jewelry, Inc. (J. H. Reeder)	712 Main St., Joplin, Mo.	64801
Chambers Jewelry	512 Main Street, Neodesha, Kansas	66757
Clark Jewelers	2100 No. Amidon (Twin Lakes Mall), Wichita, Kansas	67203
Dale's Jewelers	114 East 21st, Wichita, Kansas	67214
John Sloon Jeweler	Lyons, Kansas	67554
Huff Jewelers	P.O. Box 112, Ellsworth, Kansas	67439

## EASTERN DIVISION

## TONNAGE RATING OF ENGINES BY CLASSES

Tonnage Class of Engines	WESTWARD			EASTWARD			
	42	52	62	42	52	62	
Lindenwood to Pacific	1920	2360	3540	Monett to Globe	1655	2035	3050
Pacific to Newburg	1565	1920	2880	Globe to Springfield Yard	1870	2300	3480
Cuba to Cooks	930	1215	1960	Mt. Vernon to Aurora	1345	1650	2475
Cooks to Salem	715	935	1515	Springfield to Dixon	1655	2035	3050
Lead Jct. to Buick	785	1035	1670	Dixon to Newburg	4465	5485	8225
Newburg to Arlington	4465	5485	8225	Newburg to Dillon	1345	1650	2475
Arlington to Dixon	1345	1650	2475	Dillon to Cuba	2040	2505	3755
Dixon to Lebanon	1465	1800	2700	Cuba to Lindenwood	1920	2360	3540
Lebanon to Strafford	1535	1895	2825	Valley Park to Kirkwood			
Strafford to Springfield Yd.	4465	5485	8225	(Westward Track)	1440	1770	2655
Springfield Yd. to Verona	1920	2360	3540	Buick to Viburnum	875	1150	1855
Verona to Monett	1630	2005	3005	Viburnum to Lead Jct.	775	1035	1670
Aurora to Mt. Vernon	1345	1650	2475	Salem to Lead Jct.	750	985	1590
Monett to Oronogo	1750	2150	3225	Lead Jct. to Cuba	880	1150	1855
Oronogo to Columbus	2040	2505	3755	Joplin to Oronogo	1920	2360	3540
Columbus to Oswego	1730	2125	3185	Carl Jct. to Joplin	1655	2035	3050
Oswego to Neodesha	1920	2360	3540	Baxter Springs to Galena	3840	4715	7070
Joplin to Carl Junction	2000	2460	3680	Galena to Joplin	1750	2150	3225
Joplin to Galena	2710	3330	4995	Ellsworth to Medora	1750	2150	3225
Galena to Baxter Springs	3840	4715	7070	Medora to Burrton	2710	3330	4995
Oronogo to Joplin	1655	2035	3050	Burrton to Wichita	3840	4715	7070
Neodesha to Piedmont	1750	2150	3225	Wichita to Augusta	1730	2125	3185
Piedmont to Beaumont	1465	1800	2700	Augusta to Beaumont	1920	2360	3540
Beaumont to Wichita	1750	2150	3225	Beaumont to Severy	2230	2740	4110
Wichita to Burrton	3840	4715	7070	Severy to Neodesha	2455	3015	4520
Burrton to Medora	2230	2740	4110	Neodesha to Cherryvale	1870	2300	3450
Medora to Ellsworth	1920	2360	3540	Cherryvale to Columbus	2175	2670	4005
Monett to Neosho	3840	4720	7080	Columbus to Carthage	2450	3005	4505
Neosho to Racine	1655	2035	3050	Carthage to Monett	1895	2330	3495
Racine to Vinita	2640	3245	3880	Cherokee Yard to Catoosa	1920	2360	3540
Vinita to Catala	2110	2595	3890	Catoosa to Chelsea	2230	2740	4110
Catala to Catoosa	2160	2655	3980	Chelsea to White Oak	2110	2595	3890
Catoosa to Tiger	1585	1945	2915	White Oak to Seneca	2400	2950	3885
Tiger to Cherokee Yard	1970	2420	3630	Seneca to Neosho	1730	2125	3185
				Neosho to Monett	2880	3540	5310

## TABLE OF SPEEDS

MPH	1 Mlle		MPH	1 Mlle	
	Min.	Sec.		Min.	Sec.
10	6	40	1	30	
15	4	45	1	20	
20	3	50	1	12	
25	2	55	1	5	
30	2	60	1		
35	1	42	65	56 1/2	

EASTERN DIVISION TIME TABLE NO. 3

WEST						Miles	STATIONS
SECOND CLASS							
	437	39	35				
	Leave Daily	Leave Daily	Leave Daily				
	PM 830	AM 1000	AM 430			7.1	BORT @ @ @ O LINDENWOOD 4.7
						11.8	M. P. @ @
						27.2	EUREKA 15.4
						34.1	PACIFIC 6.9 9.9 Y @
						44.0	ROOK 8.2
						52.2	ST. OLAIR 10.0
						62.2	STANTON 15.0
						77.2	COFFEYTON 9.6
						86.8	CUBA 8.0 CB @
						94.8	ROSATI 5.6
						100.4	ST. JAMES 5.2
						105.6	DILLON 5.0
						110.6	ROLLA 8.5 @ CB
						119.1	NEWBURG 2.4 @ OBR
						121.5	BUNDY JCT. 7.3 Y
						128.8	FRANKS 5.8
						134.6	DIXON 7.4
						142.0	JURY 10.5
						152.5	SWEDEBORG 7.3
						159.8	RICHLAND 7.7
						167.5	STOUTLAND 6.8
						174.1	SLEEPER 7.7
						181.8	LEBANON 8.7 RY @
						190.5	HUBEN 7.9
						198.4	CONWAY 8.5
						206.9	NIANGUA 6.4
						213.3	MARSHFIELD 7.5
						220.8	NORTHVIEW 6.9
						227.7	STRAFFORD 7.4
						235.1	EASTERN JCT. 1.5
	AM 250	PM 410	PM 245			236.6	TEED 3.1
	AM	PM	PM			239.7	SPRINGFIELD YD. (232.6) BCORY @ @
	Arrive Daily	Arrive Daily	Arrive Daily				
	437	39	35				

				EAST								
Station Number	TPR	Track Cap.			SECOND CLASS							
		Sidings			438	30	36	34				
		Cars	Feet	Aux.								
007	LW			Yd.	PM 1225 PM	PM 545 PM	AM 145 AM	AM 700 AM				
027	BU	157	8199									
034	PA	199	10566	200								
044	OK	125	6557									
052	SE	124	6528	56								
062	ON	149	7783	6								
077	OF	122	6454									
087	CU	120	6347	116								
095	RS	129	6788	9								
100	SJ	91	4870	52								
106	OY	135	7057	7								
111	RA	135	7037	108								
119	NB	127	6349	Yd.								
121	BW			30								
129	KH	123	6456									
135	DX	140	7347	70								
142	JY	132	6927									
152	VG	120	6397	10								
160	RN	113	5975	38								
168	QD	122	6442	19								
174	ZZ	141	7350	25								
182	LB	204	10833	Yd.								
191	HH	157	8198									
198	YW	134	7041	40								
207	NG	162	8605	21								
213	MH	134	7038	117								
220	NV	169	8969	13								
228	QF	149	7775	16								
239	TD	122	6408									
239	SY			Yd.	500 AM	1045 AM	330 PM	1100 PM				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					438	30	36	34				

SALEM BRANCH—ROLLA-LEBANON SUB

Miles	WEST STATIONS	EAST STATIONS	Station Number	TPR	Track Cap.	MPH
86.8	CUBA	ROB @ @	087	CU	58	
95.1	STEELVILLE		A095	QV	23	MAXIMUM SPEED (except as noted) 25
100.7	LEAD JCT		A101	LJ	40	MP A93-13 to MP A93-20 15
122.8	VIBURNUM		AC123	VI	80	98-25 15
133.0	BUICK	BY @	AC133	BQ	100	Until engine thru limits MP AC129-10 to MP AC129-11 15
100.7	LEAD JCT		A101	LJ	40	Yard limits: Cuba to Salem
126.8	SALEM		A127	SA	109	Lead Jct. to Buick

SALEM BRANCH—ROLLA-LEBANON SUB

BRIDGE CLASS OF ENGINES AND FOREIGN DERRICKS CUBA TO BUICK (except Henpeck Spur)							70.4
HENPECK SPUR							40
LEAD JCT. TO SALEM							40
TRACKS AND/OR INDUSTRIES							
Mile	Sta.	TPR	Cap.	Conn.			
Henpeck	93.5	AA094	YJ	80	East		
Sankey	94.3	A094		8	Both		
Keysville	102.9	A103		10	East		
Wesco	107.5	A108		13	East		
Hitch	110.6	A111		5	West		
Bangert	117.1	A117		13	West		
Howes	121.5	A122		19	Both		
Cherryville	107.4	AC108	YY	16	Both		

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.

	MPH
<b>MAXIMUM SPEED</b> (except as noted)	55
MP 7-18, thru interlocking	15
MP 7-18 to MP 10-20	35
16-1 (Westward Trk)	50
16-17 (Eastward Trk)	45
14-25 (Eastward Trk)	45
13-17 (Eastward Trk)	50
MP 17-39, thru turnout	50
Until engine over street crossing, MP 27-11	25
Until engine thru limits MP 33-47 to MP 34-25	50
MP 37-9 to MP 41-6	50
41-6 41-30	45
42-9 43-0	40
44-39 45-9	45
45-9 48-42	50
50-14 65-3	50
70-0 71-12	50
106-19 107-16	50
109-35 116-9	40
Until engine thru limits MP 117-35 to MP 119-30	40
MP 120-11 to MP 124-10	45
130-18 132-2	45
134-10 137-10	45
140-0 145-24	45
148-12 161-0	45
161-0 163-34	40
163-34 169-16	45
169-16 170-0	40
170-0 175-38	45
Until engine thru limits MP 181-6 to MP 182-30	30
MP 182-30 to MP 188-19	45
212-30 214-30	50
Until engine thru limits (Eastward trains using siding) MP 213-21 to MP 213-23	10
MP 216-34 to MP 220-22	45
227-26 227-34	40
236-0 237-18	20
Middle Belt (Springfield)	10
East end 43 Track to Pacific St.	10
Until engine thru limits Main St. and Campbell Ave.	5
W. S. Jct. to Nichols (Old Psgr. Main)	20
MP 238-5 until engine over Broadway	20
Thru power switch turnouts (Except West end Rolla & Teed)	25

**HOT BOX DETECTORS**

@ #	MP 29-22
@ #	MP 57-8
@ #	MP 78-34
@ #	MP 101-14
@ #	MP 120-33
@ #	MP 150-22
@	MP 177
@	MP 210-38

Yard limits: MP 9-2 and eastward

ABS: MP 7-18 to MP 15-28 (Westward Trk)

ABS: MP 7-18 to MP 7-35 (South Trk)

ABS: MP 7-35 to MP 17-37 (Eastward Trk)

CTC: MP 15-28 (North Trk)

MP 17-37 (South Trk) to MP 237-18

MP 237-18 to MP 238-16 (Middle Belt)

MP 7-18 to MP 15-28 on Westward track and MP 7-35 to MP 17-37 on Eastward track Rules 251 to 254 will govern.

MP 7-18 to MP 7-35 on South track Rules 261 to 264 will govern.

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

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

Cars must not be dropped or kicked into clear tracks at Chrysler Yard, Valley Park.

When white light displayed at indicator MP 182-4½, Eastward "Stop" signal governing movement from siding East Lebanon indicates proceed.

East End No. 3 track and East leg of wye Lebanon cannot be used by multi units or 900 series units.

Bridge class of engines and foreign derricks 70.4

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Kirkwood	12.7	018	KW	15	East
Tree Count	16.0	016		56	West
Valley Park	17.9	018	VP	YD	Both
Catawissa	38.8	039		12	West
Sullivan	68.1	068	OI	111	Both
Bourbon	74.3	074	OB	61	Both
Leasburg	79.6	080		14	East
Schundler	99.1	099		10	East
Arlington	122.7	123	AN	100	Both
Crocker	146.5	147	EK	128	Both
Sho-Me Spur	191.3	191		11	West

Trains handling: 40 or more cars of company chatt or trains consisting entirely of company chatt MP 123 to MP 134 30

WEST		Miles	STATIONS	Station Number	TPR	Track Cap.			EAST	
Third Class	Second Class					Cars	Feet	Aux.	Second Class	Third Class
5411 Leave Daily Ex. Sun.	337 Leave Daily								330	5410
PM 230	AM 240	286.9	PIERCE CITY	G287	PC			Yd.	AM 820	AM 1040
255	305	298.7	SARCOXIE	F299	QE	73	3960	38	757	1015
320	330	311.0	MENK	F311	NK	94	5009		730	945
		312.7	M. P.							
415	400	313.2	CARTHAGE	F313	CJ	49	2616	191	725	930
		327.1	K. C. S.							
525	440	328.1	CARL JCT	F328	CL				Yd. 655	845
		334.9	K. C. S.							
		343.5	AFTON SUB-M.K.T.							
630	520	343.5	COLUMBUS	L148	CB	44	2363	Yd.	625	800
		349.7	M. P.							
655	645	359.9	OSWEGO	F360	OW	57	3030	53	545	700
	330	361.1	M. K. T.						337	
710	610	370.6	ALTAMONT	F371	OT	41	2209	38	525	640
		376.6	M. K. T.							
725	625	376.8	MOUND VALLEY	F377	MV	43	2308	24	515	625
	5410	387.0	A.T.S.F.							337
800	655	387.0	CHERRYVALE	F387	CE	37	2009	Yd.	455	530
830	1000	401.4	NEODESHA	F401	NA			Yd.	430	500
PM	AM		(114.5)						AM	AM
Arrive Daily Ex. Sun.	Arrive Daily								Leave Daily	Leave Daily Ex. Mon.
5411	337								330	5410

MPH  
MAXIMUM SPEED (except as noted) 40

Until engine thru limits MP G286-20 to MP F287-25 between 8:20AM and 9:00AM and 3:20PM and 5:00PM 15  
MP 287-12 to MP 288-32 35  
Until engine thru limits MP 298-21 to MP 299-7 20  
311-22 314-7 20  
MP 314-23 to MP 314-31 35  
314-33 315-4 30

Until engine thru interlocking Mile 327.1 20  
Mile 343.5 20  
MP 358-1 to MP 360-5 30  
Until engine thru limits Interlocking Mile 361.1 20  
MP 370-5 to MP 371 30  
Interlocking Mile 376.6 20  
MP 383-15 to MP 383-25 30  
Until engine thru limits MP 386-23 to MP 387-10 30  
MP 397-10 to MP 397-20 30

Carthage Sub trains will use Cherokee Sub between Monett and Pierce City.

Trains will secure clearance at Monett authorizing movement west from Pierce City and will not require clearance at Pierce City unless train order signal displays stop indication.

Trains entering CTC at Pierce City will not require clearance.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Wentworth	293.0	F293	UH	15	East
Reeds	303.8	F304	EC	12	Both
Military	334.6	F335	MI	50	East
Crestline	336.2	F336	YV	41	Both
Sherwin	349.7	F350	SO	7	West
Hallowell	352.5	F352	HO	30	Both

Bridge class of engines and foreign derricks:

Pierce City—Columbus 63  
Columbus—Neodesha 53.8

WEST							Miles	STATIONS
SECOND CLASS								
337	731	39	BTX	QLA	437			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
PM 1030	PM 900	PM 410	PM 230	AM 310	AM 250	239.7	BCORY Ⓞ	
						242.0	NICHOLS 2.3	
						247.2	BROOKLINE 5.2	
						251.8	REPUBLIC 4.6	
						257.3	BILLINGS 5.5	
						262.3	LOGAN 5.0	
						263.6	MARIONVILLE 1.3	
						268.9	AURORA 5.3 R Ⓞ	
						269.0	M.P. 0.1 Ⓞ	
						273.7	VERONA 4.7	
						279.1	GLOBE 5.4	
AM 1230	1100 PM	525 PM	350 PM	415 AM	410 AM	282.0	MONETT BCORY Ⓞ (42.3)	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
337	731	39	BTX	QLA	437			

**MT. VERNON BRANCH—  
SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
268.9	AURORA	R Ⓞ	269	AU	Yd.
280.6	MT. VERNON	B281	MN	75	

Interdivisional trains with crew operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub dispatcher and Cherokee Sub dispatcher and will not require clearance at Monnett, and may register by Form 1339 at Monnett.

MAXIMUM SPEED \_\_\_\_\_ 10  
Yard limits: entire branch  
Bridge class of engines and foreign derricks \_\_\_\_\_ 40.3

**CHEROKEE SUB—WESTERN DIVISION**

Interdivisional trains with crew operating between Springfield Yard and Cherokee Yard will require clearance from Springfield Sub dispatcher and Cherokee Sub dispatcher and will not require clearance at Monnett, and may register by Form 1339 at Monnett.

Mine Spur: MP 381 \_\_\_\_\_ 10 MPH

Garnett: Std. Industries \_\_\_\_\_ 10 MPH

Engine must not be operated west of loading conveyor or over scale and cars must not be ridden past conveyors.

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Granby	302.0	G302		17	Both
Niles	313.3	G313		7	East
Peabody	331.0	G331	PB	270	Wye
Sequoyah	391.6	G392	UQ	117	Both
Williams	405.1	G405		134	East
Port Lead	408.3	G408	XF	220	East
Garnett	414.0	G426	GR	444	Both
Douglas	417.0	G426	DL	77	Both
Dawson	418.7	G426	DW	71	Both
East Tulsa	420.4	G426	JT		

Time in schedules or train orders for trains departing Cherokee Yard will apply at MP G 420-17.

**TRACK RESTRICTIONS: 10 MPH on Peabody Spur, Catale. Cars must not be left within 4,000 ft. north of main track. Four tracks Catale Mine, trainman must ascertain car pushers are not coupled to track to be pulled. DO NOT COUPLE INTO CAR PUSHERS.**

Station Number	TPR	Track Cap.		EAST								
		SECOND CLASS			438	730	30	330	OBX	CTB	34	TBX
		Cars	Feet	Aux.								
239	SY			Yd.	AM 400	AM 845	AM 1015	AM 1100	PM 120	PM 300	PM 1100	PM 1145
242	NS			Yd.								
247	ZE	108	7015	5								
252	RJ	133	8659	76								
257	ZS	86	5615	35								
262	JL	123	8081	9								
264	VM			49								
269	AU	107	7013	Yd.								
274	VE	123	8044	41								
279	GZ											
282	MO			Yd.	130 AM	730 AM	830 AM	900 AM	1145 AM	130 PM	915 PM	1000 PM
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
					438	730	30	330	OBX	CTB	34	TBX

MAXIMUM SPEED \_\_\_\_\_ MPH  
(except as noted)  
Train Identification QLA \_\_\_\_\_ 60  
W. S. Jet. to Nichols (Old Psgr. Main) \_\_\_\_\_ 20  
MP 241-20 to MP 242-25 \_\_\_\_\_ 25  
Until engine thru limits  
MP 250- 5 to MP 252-10 \_\_\_\_\_ 45  
260-21 260-22 \_\_\_\_\_ 45  
(Westward trains) \_\_\_\_\_ 45  
MP 263-26 to MP 264-17 \_\_\_\_\_ 45  
Until engine thru limits  
MP 267-16 to MP 267-17 \_\_\_\_\_ 45  
(Westward trains) \_\_\_\_\_ 45  
268-30 269- 4 \_\_\_\_\_ 40  
South Track:  
MP 279- 3 to MP 282- 5 \_\_\_\_\_ 25  
Until engine over crossing  
MP 282- 5 to MP 282-33 \_\_\_\_\_ 12  
Thru power switch turnouts \_\_\_\_\_ 25  
(except turnout MP 279-3)  
(South track) \_\_\_\_\_ 35  
(North track) \_\_\_\_\_ 50

M.P. Trains will secure clearance at Aurora or Springfield yard before entering SL-SF track.

Two main tracks between Globe and Monnett designated North and South Tracks.

When white light displayed at indicator on siding near MP 251-24 eastward "stop" signal MP 251-12 displays proceed indication.

White light displayed at indicator MP 268-35 authorizes movement from pocket track to siding. If white light not displayed authority for move must be secured from dispatcher.

MP 280-26 to MP 281-31 movement of trains will be as prescribed by Rule 261 to 264 inclusive.

Bridge class of engine and foreign derricks \_\_\_\_\_ 70.4

CTC: MP 241-18 to MP 280-26

ABS: MP 280-26 to MP 281-31

**HOT BOX DETECTORS**  
MP 260-40

**OZARK BRANCH—  
SPRINGFIELD SUB**

Miles	WEST STATIONS	EAST	Station Number	TPR	Track Cap.
240.0	M. K. JCT				
246.5	GALLOWAY		239	TM	60
257.4	OZARK		A257	OZ	41

MAXIMUM SPEED \_\_\_\_\_ MPH  
(except as noted)  
Galloway to Ozark \_\_\_\_\_ 10  
Until engine over crossing  
Glenstone Ave. \_\_\_\_\_ 5

**TRACKS AND/OR INDUSTRIES**

	Mile	Sta.	TPR	Cap.	Conn.
Langston	243.0	239	LG	12	North
Kissick	249.1	A249	KS	132	Both
Cassidy	253	A253		10	North

Springfield: Trafficway, St. Louis, McDaniel, Kickapoo, Walnut, Elm, Cherry, Weller, Delaware, Belmont and Grand.

Highway 60 and 65 (MP A247)

Yard Limits: entire branch  
Bridge class of engines and foreign derricks \_\_\_\_\_ 70.4

M.K.Jct. to Kissick \_\_\_\_\_ 53.6

Kissick to Ozark \_\_\_\_\_ 40.3

WEST								Miles	STATIONS
SECOND CLASS									
39	BTX	139	QLA	137	437	337			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	PM 525	PM 350		AM 415		AM 410	AM 200	282.0	MONETT ①YRCBO ②
							210 AM	286.9	PIERCE CITY ④
								297.2	RITCHEY ④
								308.5	JEFF ④
								305.2	K.C.S. ④A
								309.8	NEOSHO ④
								319.2	RACINE ④
								325.4	SENECA ④
								332.9	WYANDOTTE ④
								340.6	FAIRLAND ④
								347.0	KAHOGA ④
		PM 130		AM 410				348.1	AFTON ④YCB ②
								353.6	TODD ④
								359.7	M.K.T. ④A
								359.7	VINITA ④Y
								366.7	WHITE OAK ④
								374.0	OATALE ④
								379.1	CHELSEA ④
								384.8	BUSHYHEAD ④
								396.4	DEGROAT ④
								397.0	M.P. ④A
								397.6	CLAREMORE ②
								404.3	VERDIGRIS ④
								409.1	CATOOSA ④
								412.6	TIGER ④Y
								423.0	A.T.S.F. ④A M.P. & M.K.T. ④
	915 PM	900 PM	400 PM	800 AM	645 AM	810 AM		426.9	CHEROKEE YARD ④ (144.9)
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	39	BTX	139	QLA	137	437	337		

	MPH		MPH
MAXIMUM SPEED	55	MP 330-30 to MP 331-25	45
(except as noted)		337-12	338-0
Train Identification	60	350-27	354-10
Until engine over crossings		Until engine thru limits	
MP 282-5 to MP 282-33	12	MP 359-20 to MP 360-11	30
MP 282-25 thru turnout	25	MP 364-11 to MP 365-26	50
Westward trains until engine thru limits:		370-0	370-21
MP 283-34 to MP 283-35	50	375-31	377-18
285-20 287-13		378-30	379-22
So. trk.	45	392-19	397-8
Eastward trains until engine by MP 284-1	55	Until engine thru limits	
Until engine thru limits		MP 397-3 to MP 397-31	20
MP 286-30 to MP 287-6	30	MP 406-24 to MP 408-14	55
286-20 287-6		408-14	411-35
between 820 AM and 900 AM and 320 PM and 400 PM	15	411-35	413-10
MP 287-13	50	413-10	417-13
MP 292-27 to MP 309-24	45	417-13	420-20
Until engine over crossings		420-20	425-2
MP 309-24 to MP 310-11	30	17th St. until engine over crossing	10
MP 310-11 to MP 313-5	35	Entering main track Tulsa Depot until engine over Elgin and Cheyenne St.	5
Until engine thru limits		Cherokee Yard slip switches	10
MP 325-0 to MP 326-0	30	Thru power switch turnouts	25

EASTERN DIVISION TIME TABLE NO. 3

				EAST											
Station Number	TPR	Track Cap.			SECOND CLASS										
		Sidings		Aux.	30	OBX	330	CTB	130	34	TBX	438	38		
		Cars	Feet		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
282	MO			Yd.	AM 830	AM 1145	AM 900	PM 130		PM 915	PM 1000	AM 130			
G287	PC			215			820 AM								
G297	ET	93	6036	29											
G309	JF	93	6032												
G310	NH	77	4995	59											
G319	RC	93	6017	10											
G325	SX	41	2693	105											
G333	WY	110	7131	10											
G341	FQ	106	6890	63											
G347	KO	93	6027												
G348	AF			Yd.					PM 500				AM 200 AM		
G354	TQ	97	6299												
G360	VN	121	7874	174											
G367	WO	93	6064	38											
G374	EF	96	6174	93											
G379	CS	79	5108	148											
G385	ZF	104	6733	18											
G396	XD	104	6727												
G398	CW			182											
G404	VR	96	6236	29											
G409	EQ	74	4794	25											
G426	TG	91	5942												
G426	CY			Yd.	245 AM	600 AM		900 AM	200 PM	430 PM	500 PM	900 PM	1000 PM		
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
					30	OBX	330	CTB	130	34	TBX	438	38		

CTC: MP 282-22 to MP 425-2

Two main tracks between MP 285-18 and MP 287-13 designated as North track and South track.

Two main tracks between MP 420-19½ and MP 425-2 designated as North track and South track.

Train order signal Pierce City governs Eastern Division trains only.

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

Kahoga: Dwarf signal west end siding MP 347-20 governs movement thru crossover to main track. White light indicator on north side of dwarf signal permits straight track movements on yard tracks either direction. When this indicator displays a white light, crossover switches and yard tracks between switches and fouling point may be used.

When white light displayed at indicator MP 379-1 Chelsea westward "Stop" signal on siding displays proceed.

MPSX cars, loaded unit coal trains, restricted:  
10 MPH through sidings and yard tracks.

Extreme care should be used to avoid speeds in the 18-25 MPH range.

If observance of slow order results in speed being reduced to within the 18-25 MPH range, maximum speed should be reduced to 15 MPH.

## HOT BOX DETECTORS

# @ MP 284-27  
# @ MP 314-24 # @ MP 370-24  
# @ MP 343-14 # @ MP 400-17

Bridge class of engines and foreign derricks 70.4

(Cont'd. page 8)

EASTERN DIVISION TIME TABLE NO. 3

**PERMISSIBLE LOAD LIMITS**

Cars having maximum gross weights (combined weight of car and lading) listed may be handled via routes shown subject to indicated limitations:  
**GENERAL INSTRUCTIONS:**

Where authority is given for movement of cars of specified weights with speed restrictions advance approval of Chief Dispatcher must be obtained to permit proper protection.

Cars with gross weights between 263,000# and 286,000#, in cars equipped with two 4-wheel 100-ton trucks, (see reference notes (g) (u) and (v)) must be inspected by carman to determine if mechanically OK for movement, with proper side bearing clearance and load evenly distributed.

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

When alphabetical reference notes are shown opposite routes, refer to same alphabetical note for limitations and restrictions.

MAXIMUM PERMISSIBLE GROSS WEIGHT	REFERENCE NOTES	ROUTES	REFERENCE NOTES	LIMITATIONS & RESTRICTIONS
177,000#		ENTIRE RAILROAD		None
220,000#		ENTIRE RAILROAD except the following:	(a)	Cars with minimum length of 40 ft. with gross weight between 177,000# and 220,000# must be preceded and followed by car with gross weight not exceeding 140,000#. Restrict speed to 5 MPH over Bridge A-105.9 and 10 MPH over Bridge D-114.7 when handling car with gross weight in excess of 177,000#.
	(b)	Henpeck Spur		Limited to 177,000# gross weight.
	(a)	Lead Jct-Salem		
	(a)	Weaubleau-Clinton, Mo.		
	(b)	Sinclair-Weir City	(b)	
225,000#	(c)	Bayou Chico Bridge, Pensacola	(c)	Cars with gross weight between 220,000# and 225,000# must be separated from other cars and engine by car with gross weight not exceeding 177,000#.
235,000#	(d)	Ft. Smith-Hugo	(d)	Cars shorter than 38 ft. limited to 220,000#.
240,000#	(e)	Aurora-Mt. Vernon	(e)	Cars with gross weight between 220,000# and 240,000# may be handled with speed restricted to 10 MPH.
263,000#		<b>THROUGH ROUTES</b>	(g)	Cars with gross weight over 263,000# but not exceeding 286,000#, equipped with two 4-wheel 100-ton trucks may be handled with following restrictions: <b>BETWEEN KANSAS CITY AND BIRMINGHAM</b> Trains: All except those with "Train Identification" of FSE, NWF, QLA, and 131. Speed Restrictions: 50 MPH, except 10 MPH over Bridges C609.0 and C702.5. Minimum Length of Car: 50 ft. when handling over Mississippi River Bridge at Memphis. <b>BETWEEN ST. LOUIS AND OKLAHOMA CITY</b> Trains: All trains. Speed Restrictions: 50 MPH. <b>BETWEEN CUBA AND BUICK</b> Trains: All trains. Speed Restrictions: None Minimum Length of Car: 40 ft. <b>BETWEEN EDWARD AND AFTON</b> Trains: All trains. Speed Restrictions: 50 MPH except 35 MPH between MP L-161 and MP L-162.12. <b>BETWEEN SAPULPA AND SHERMAN</b> Trains: All trains. Speed Restrictions: 50 MPH. Minimum Length of Car: 40 ft. <b>BETWEEN LINDENWOOD AND TURRELL</b> Trains: All trains. Speed Restrictions: None. Minimum Length of Car: 40 ft. on St. Louis Subdivision. <b>BETWEEN AMORY AND DEMOPOLIS</b> Trains: All trains. Speed Restrictions: None. Cars shorter than 38 ft. limited to 220,000#. Restrict speed to 30 MPH Bridge G557.9, and to 10 MPH Bridge D165.8, when handling car with gross weight in excess of 220,000#. (i) Cars shorter than 45 ft. limited to 220,000#, between Bridge Jct. and Shelco. (j) Cars with gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH. (m) Via Southern Rwy. (p) Cars with minimum length of 50 ft. and gross weight between 220,000# and 263,000# may be handled with speed restricted to maximum of 10 MPH. (r) Cars shorter than 42 ft. limited to 220,000#. (s) Cars with gross weight between 220,000# and 263,000#, restricted to maximum speed of 10 MPH between MP JA-612.1 and JA-627.9; 25 MPH Enid-Breckenridge; 10 MPH Breckenridge-Blackwell, 25 MPH Blackwell-Beaumont; 10 MPH Snyder-Davidson. (t) Cars with gross weight between 220,000# and 263,000# minimum length 38 ft. restricted to maximum 10 MPH between MP K-592 and MP K-610, from Southard to Foley, from Ewing to Clinton.
	(g) (i)	Kansas City-Birmingham		
	(g)	St. Louis-Oklahoma City		
	(h)	Oklahoma City-Floydada		
		<b>LOCAL ROUTES</b>		
		<b>EASTERN DIVISION</b>		
	(g)	Cuba-Buick		
	(h)	Ft. Wood Branch		
	(h)	MK Jct-Kissick		
	(h)	Kissick-Ozark		
	(h)	Pierce City-Wichita		
	(h)	Wichita Yard-Lorraine		
	(h)	Oronogo-Baxter Springs		
		J&G Jct-Carl Jct.		
		<b>NORTHERN DIVISION</b>		
	(h)	Kansas City-Leeds Jct.		
	(h)	Springfield-Weaubleau		
	(j)	Hoxie-Walport		
		Marion-Hulbert		
	(g)	Edward-Afton		
		Pittsburg-Opolis		
		Miami Branch		
		(Except Cardin Spur)		
		Quapaw-Central Mill		
		Arcadia-Strauss		
		<b>SOUTHERN DIVISION</b>		
		Winfield, Ala.-Brookside		
	(h)	Dora-DeBardleben		
	(g)	Pratt City-Bessemer		
		Amory-Demopolis		
		Aberdeen Spur		
	(m)	Boligee-York		
		Demopolis-Pensacola		
	(h)	Cochrane-Mobile		
		<b>RIVER DIVISION</b>		
	(g) (h)	St. Louis-Chaffee		
	(g)	Chaffee-Turrell		
	(p)	Holcomb-Senath		
	(p)	Kennett-Hayti		
		Hayti-Caruthersville		
		Blytheville-Armorel		
		<b>SOUTHWESTERN DIVISION</b>		
	(g) (h)	Sapulpa-Denison		
	(g)	Denison-Sherman		
	(h)	Sherman-Irving		
	(r)	Dallas-N. Ft. Worth		
	(h)	N. Ft. Worth-Ft. Worth		
	(h)	Henryetta-Muskogee		
	(h)	Hugo-Paris		
	(h)	Hope-Lakeside		
	(s)	Madill-Ardmore		
	(h)	Monett-Ft. Smith		
		<b>WESTERN DIVISION</b>		
	(h)	Cherokee Yard-Enid		
		Enid-Avard		
	(s)	Enid-Beaumont		
	(t)	Enid-Foley		
		Foley-Ewing		
	(t)	Ewing-Clinton, Okla.		
	(s)	Snyder-Davidson		
270,000#	(u)	Oronogo-Galena J&G Jct-Carl Jct.	(u)	For cars with minimum length of 40 ft. equipped with two 4-wheel 100-ton trucks. Cars shorter than 40 ft. limited to 220,000#.
276,000#	(v)	Pierce City-Fredonia	(v)	For cars with minimum length of 50 ft., equipped with two 4-wheel 100-ton trucks. Maximum speed restricted to 30 MPH between Pierce City and Fredonia.
	(v)	Enid-Blanton		
315,000#	(w)	St. Louis-Oklahoma City	(w)	For cars with minimum length of 40 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. When movement on Afton Sub involved speed must be restricted to 35 MPH between MP L-161 and MP L-162.12.
	(w)	Cuba-Buick		
	(w)	Kansas City-Springfield		
	(w)	Edward-Afton		
	(x)	Springfield-Birmingham	(x)	For cars with minimum length of 55 ft. equipped with two 4-wheel 125-ton trucks, with wheel diameter of 38 in. or more. Restrict speed to 20 MPH over Bridges E-457.7, E-475.0, E-495.0 and E-535.8.
	(x)	Sapulpa-Sherman		
	(w)	Amory-Aliceville		
	(x)	Henryetta-Muskogee		
394,500#	(z)	Memphis-Birmingham	(z)	Applicable only in DUPX 29400-29439 and DUPX 29500-29666 series cars.

WEST		Miles	STATIONS	Station Number	TPR	Track Cap.			330 Arrive Daily Ex. Sun.	EAST	
Second Class						Sidings				Second Class	
						Cars	Feet	Aux			
337 Leave Daily Ex. Sun.											
AM 1130	401.4	NEODESHA	ORCBT 0 1	F401	NA			Yd.	AM 100		
	401.5	M. P.									
PM	414.0	A.T.S.F. & M.P.	12.5 0.0								
	1201	FREDONIA		F414	FR	64	3506	Yd.	1125		
	1220	FALL RIVER	12.4	F426	FU	79	4281	17	1100		
		A.T.S.F.	12.2								
	1240	SEVERY	0.0	F439	SV	26	1430	24	1040		
	115	BEAUMONT	19.9 25.1	F458	BM	17	920	Yd.	1005		
		A.T.S.F.	0.4								
	300	AUGUSTA	22.4	F484	AG	48	2596	Yd.	900		
		M. P.	0.2								
		C.R.I.P.	1.2								
700 PM	507.8	WICHITA	ORCBY (106.4)	F505	WH			Yd.	800 PM		
Arrive Daily Ex. Sun. 337									Leave Daily Ex. Sun. 330		

Westward trains are superior to  
Eastward trains of same class.

MAXIMUM SPEED (except as noted) .....	40
MP 413-14 to MP 413-28 .....	35
Until engine over crossing MP 414-6 (Westward trains) .....	15
Until engine thru limits MP 472-23 to MP 473-6 .....	25
483-23 484-8 .....	10
493-15 493-18 .....	30
MP 500-14 to MP 501-15 .....	30
501-15 506-23 .....	15
Until engine thru limits MP 504-13 to MP 504-14 .....	5

## TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
New Albany	420.6	F420	NW	27	East
Piedmont	446.8	F447	QI	14	West
Keighley	464.9	F465	KL	12	East
Leon	472.8	F473	LQ	39	Both
Andover	493.5	F493	OV	25	Both
Bonanza	498.1	F497		2 Mi	West
Beech	498.5	F498		15	West

Regular trains may be authorized  
by clearance at Fredonia.

Westward yard engines ap-  
proaching Murdock Street, Wichita,  
from South leg of wye must stop  
in circuit until crossing signals are  
operating before proceeding over  
crossing.

SL-SF trains will use W.U.  
Terminal tracks.

Wichita: Waterman, Lincoln, Gil-  
bert and Morris Streets, Cen-  
tral Avenue, First and Second  
Streets. Cars must not be kick-  
ed or dropped over these cross-  
ings.

Yard limits:  
MP 403-20 to MP 411-28½

Bridge class engines and  
foreign derricks .....

**PREACH SAFETY.**

**THEN PRACTICE WHAT YOU PREACH.**

Miles	STATIONS		Station Number	TPR	Track Cap.	MPH
	WEST	EAST				
507.8	WICHITA	YOROB	F505	WH	Yd.	MAXIMUM SPEED .....
	6.8					(except as noted) .....
514.6	A.T.S.F.					Until engine thru limits
	23.2					Mile 514.6 (Interlocking) .....
537.8	A.T.S.F.					537.8 (Interlocking) .....
	9.2					MP 537-30 to MP 538-9 .....
547.0	BUHLER		F547	BU	30	547-7 547-8 .....
	4.5					MP 551.5 Interlocking .....
551.5	C.R.I.P.					AT&SF Trains will not require clearance at Lyons or Lorraine.
574.7	American Salt Co.		F575	XA	22	
	0.1					
574.8	M.P.					
	2.6					
577.4	LYONS		F577	LY		
	0.4					
577.0	A.T.S.F.					
	12.2					
589.2	M.P.					
	4.9					
594.1	A.T.S.F.					
	0.0					
594.1	LORRAINE		F594	LR	26	
	13.7					
607.8	U.P.					
	0.1					
607.9	ELLSWORTH		F608	EH	79	
	(100.1)					

Trains between Wichita and  
Lyons and between Lorraine and  
Ellsworth 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 be  
afforded as prescribed by Rule 99.

## TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Wichita Heights	510.7	F505	WX	107	Both
Valley Center	514.6	W515	VL	74	Both
Bentley	523.3	F523		17	Both
Patterson	532.0	F532		26	Both
Burrton	537.8	F538	BR	124	Both
Medora	551.5	F552	MJ	22	Both
Saxman	569.9	F570	QN	22	Both
Pollard	583.8	F584	QL	20	Both
Frederick	589.2	F590	FK	114	Both

No rail traffic shall cross old 40 Highway, Ellsworth, except during  
daylight hours. When switching over this crossing, it must be flagged  
from ground position by two men.

## JOPLIN BRANCH—CARTHAGE SUB

Miles	STATIONS		Station Number	TPR	Track Cap.	MPH
	WEST	EAST				
324.6	RED PLANT		H324	RP	50	MAXIMUM SPEED .....
	1.4					(except as noted)
326.0	WEBB CITY		H326	WC	33	Highway 171 crossing, MP H326-30, Webb City, Mo. ....
	5.2					MP H328-22 to MP H334-26 .....
331.2	K.C.S.					Over crossings Pennsylvania Ave., Main, Joplin and Wall Streets (Carterville Trk) .....
	0.3					J&G Jct. (H Line) to K.C.S. Connection .....
331.5	JOPLIN	ORYCB	H331	JO	Yd.	Until engine thru limits MP 332-14 to MP 332-38 .....
	0.8					332-28 334-35 .....
332.3	J & G JCT.					MP H338-27 to MP H339 .....
	0.4					Until engine over crossing MP H339-35 (6:00 PM to 6:00 AM) .....
332.7	M.P.					Main St. Galena west to MP H340-15 .....
	7.7					MP H341-10 to MP 347-30 .....
340.4	CARL JCT.		F328	CL	Yd.	Until engine over crossing MP H347-25 .....
	0.0					Yard Limits: entire branch .....
340.4	CARTHAGE SUB.					
	(8.1)					
332.3	J & G JCT.					
	7.5					
339.8	GALENA		H340	GN	Yd.	
	4.0					
343.8	RIVERTON		H344	RT	131	
	4.1					
347.9	BAXTER SPRINGS		L159	BX	Yd.	
	(25.6)					

## TRACKS AND/OR INDUSTRIES

	Mile	Sta.	TPR	Cap.	Conn.
Old Rock, Mo.	338.4	H331	OR	26	West
Old Rock, Kan.	338.4	H331	OQ	8	West
Horn	340.5	HB343	QB	2 Mi	West

Joplin: 10th and Maiden Lane  
13th and Maiden Lane  
17th and Maiden Lane  
11th and Missouri  
Penn. Ave. Track serving  
Joplin Whse. Bldg.

Galena: Main Street  
(6:00 AM to 6:00 PM)

Galena: Main Street  
(Carterville track)

## TRACK RESTRICTIONS

Joplin Branch cannot be used  
from Oronogo to MP H324-15.

Joplin:  
⊗⊙: M.P. Crossing, (Carterville  
Track)

Engines must not be operated  
beyond clearance point on track  
serving Moore's Mfg. Co., Joplin.  
Cars will be placed in clear of de-  
rail and must not be ridden beyond  
clearance point.

Galena:  
⊗G: M.K.T. Crossing (Carterville  
Track)

Bridge Class Engines and  
foreign derricks .....



Eastward and Northward trains are superior to trains of same class in opposite direction, except as shown on schedule page or general order.

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

SL-SF rules and instructions will govern when using SL-SF tracks. Foreign lines rules and instructions will govern when using foreign line tracks.

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 the train occupying main track or leave main track switch open while using such track.

Road foreman of equipment has authority of trainmaster.

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 storms, 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 pipes, 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.

Open top equipment containing asphalt, coal, crushed stone, ore, rock, sand, or other commodities subject to blowing or sifting, and cars containing acid or chemicals must not be moved ahead of open type cars loaded with automobiles, trucks, or saddle-mounted tractors, which could be damaged by such commodities, unless eight (8) cars, except flat cars, intervene.

Loaded TOFC cars and multi-level cars loaded with automobiles must not be kicked or dropped.

Train and engine service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

When defective equipment detector (hot box, dragging equipment, or any other device that indicates equipment failure) registers an indication of one or more defects, the train or cut of cars passing through limits of the detector will be STOPPED IMMEDIATELY upon clearing the detector limits. An inspection of the train or cut of cars will be made, ascertaining the condition of the train or cut of cars and disposition of any defects found.

Radios will not be used within one (1) pole length of Hot Box Detector.

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 SF 105500 shall be under the direction of a Mechanical or Transportation supervisor but not exceeding 5 MPH.

Train orders transmitted via radio must be transmitted to the engine of train addressed, in accordance with applicable rules.

#### CLASSIFICATION OF ENGINES

Unit No.	Designation	Class of Service	Tonnage Class	Horsepower	Max. Speed in service or in Tow	Bridge Class	Tons Weight
11 200-215	GE BL-EMD	SW	13	300	20	19.1	44
		SW	34	1000	25	39.5	122
250-265 300-304 305-314	NW-2 SW-7 SW-9	SW	34	1000	25	40.3	124
		SW	34	1200	25	40.3	124
		SW	34	1200	25	40.3	124
315-360 361-365 400-458 500-632	SW-15 MP15 GP39 GP7	SW	42	1500	35	41.8	129
		SW	42	1500	45	41.8	130
		ROAD	52	2000	65	41.4	134
		RD-SW	42	1500	65	39.5	124
633-699 700-732 800-831	GP38 GP35 U25B	ROAD	52	2000	65	41.4	134
		ROAD	52	2500	65	41.4	130
		ROAD	52	2500	65	41.7	133
832-862 900-948	U30B SD45	ROAD	52	3000	65	41.7	134
		ROAD	82	3600	65	53.6	190

#### BRIDGE CLASS OF DERRICKS

Number	Weight	Cap'y-Tons	Br. Class	Number	Weight	Cap'y-Tons	Br. Class
99021	385,600	250	E-62.9	99024	273,800	160	E-61.2
99022	396,000	250	E-62.9	99025	388,000	250	E-63.3

ALL DIVISIONS TIME TABLE NO. 3

#### REVISION OF THE RULES OF THE TRANSPORTATION DEPARTMENT

Rule 2 amend: Add: Yardmen.

Amend last sentence to read:

Watch inspection certificate must be submitted for renewal as required by General Order or Special Instructions.

Rule S-83(a): Add:

Exception: The train register may be used as evidence of the arrival of an extra train as provided by train order Form V, Example (6).

Form V Train Order: Add:

(6) No. \_\_\_\_\_ (or Extra 400 South) may check train register at \_\_\_\_\_ against Extra 500 North on Order No. \_\_\_\_\_.

(7) Extra 500 North register at \_\_\_\_\_ on Order No. \_\_\_\_\_.

Examples (6) and (7) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train as provided in Rule S-83(a).

When Example (7) is used, number and date of the order specified must be written in column of train register column captioned "Train", sub-captions "Section" and "Number".

Rule 93, Amend third sentence to read:

Second and third class trains and extra trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Rule D-93, Amend first paragraph to read:

When running against the current of traffic first class trains must move within yard limits prepared to stop short of train, engine or cars unless main track is seen or known to be clear.

Note to Rules 93 & D-93:

Amend to read: "Known to be clear" includes when main track is known to be clear by indication of block signals or interlocking signals.

Rule 101(a): Add Note:

NOTE: Within block signal limits temporary speed restricted track will not be required to be protected by flags when that portion of track is protected by a train order.

Rule 209 Amended:

Operators receiving train orders must write them in manifold during transmission. They must retain a copy of each order. Typewriters may be used in writing train orders or clearance when authorized by General Order or Special Instructions.

Rule 209 (a) Amend first paragraph to read:

When necessary to make additional copies of a train order, the operator will recopy from one previously repeated to the dispatcher, showing the original date, and repeat to the dispatcher, signing his name to the order. The dispatcher will complete the order, making the necessary notations in train order book, showing date, time and initials of operator repeating the order.

Rule 209(a) Amended: Add:

Train orders may be duplicated mechanically when authorized by General Order or Special Instructions.

Rule 221(a) Amended: Add:

A "calling on" indication of train order signal may be repeated at designated points to trains involved by operators informing engineer of train the indication of train order signal. Communications between operators and engineers must be according to following format:

This is Frisco operator at \_\_\_\_\_ calling engineer of Frisco Train \_\_\_\_\_.

This is engineer of Frisco Train \_\_\_\_\_.

This is Frisco operator at \_\_\_\_\_ "calling on" indication displayed until \_\_\_\_\_ a.m.

\_\_\_\_\_ p.m.

This is engineer of Frisco train \_\_\_\_\_ "calling on" indication displayed until \_\_\_\_\_ a.m.

\_\_\_\_\_ p.m.

Rule 884, Amended:

When cars having defects, bearing evidence of unfair usage, improperly loaded, or oversized shipments are offered for delivery at a junction where no car inspector stationed, they must not be moved without specific instructions, conductor must advise chief dispatcher (chief dispatcher advising car department) of such defects, together with contents and destination of car.

Rule 955, Amended:

Engine men will report to Assistant Superintendent or Trainmaster and will obey instructions of the Yardmaster within yard or switching limits. In mechanical matters they will report to Mechanical Department officer.

Rule 990, Amended:

Operators report to and receive instructions from the chief dispatcher in matters concerning train operations, and must comply with instructions of station agent regarding station work that does not interfere with the proper handling of train orders, which take preference over all other business.

They must be familiar with the rules for the movement of trains and other rules and instructions pertaining to their duties.

ALL DIVISIONS TIME TABLE NO. 3

## OTHER SPEED RESTRICTIONS

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

## TRAINS HANDLING:

Loaded ribbon rail cars.

Partially loaded tank cars (Contents less than 85% of gallon capacity). Move on authority of Chief Dispatcher, near head end.

40 or more cars of coal and/or wheat in open hoppers.

Maximum Speed 45 MPH  
20 or more cars of company chatt. 40 MPH

Loaded cars Series DUPX 35400-35419, RTRX 35420-35469, DUPX 35470-35999,

Restrict speed on curves to 10 MPH below authorized speed.

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

## COMPANY OWNED EQUIPMENT DESCRIBED BELOW:

For Items (1), (2) and (3) following, where authorized speed is:

- 45 MPH or more reduce to 30 MPH
- 40 MPH 25 MPH
- 35 MPH 20 MPH
- 30 MPH 20 MPH
- 25 MPH or less reduce to 15 MPH

(1) Work Equipment moving on own wheels:

- Bridge Cranes Hoists
- SLSF 98000
- SLSF 98001 Snow Plow
- SLSF 98003 Pile Driver
- SLSF 98004 Spreader-Ditcher
- \*SLSF 99020
- \*SLSF 99020 handle as 100-ton derrick.

(2) Scale test car SLSF 99156 may be moved only in local or extra trains, immediately ahead of caboose, preceded by at least one car having outside length not exceeding 54 ft. 8 in.

Scale test car SLSF 99157 is assigned to Memphis Terminal Division and must not be moved outside Memphis Terminal Division without special authority of General Superintendent Transportation

(3) Work Equipment, loaded on cars from point of loading to nearest location of car inspectors:

(When moving after inspection by car men, may be handled without restrictions unless otherwise instructed.)

- Bull Dozers Rail Layers
- Cranes Shovels
- Dumptors Speed Swing
- Motor Graders Track Cleaners
- Tractor Ditchers & Scrapers
- Wheel Tractors with attachment

Revenue equipment of above types loaded on cars will be handled as oversize loads when applicable. Movement of locomotives on revenue billing must be approved by General Superintendent Transportation.

## INSTRUCTIONS FOR ENGINE OPERATIONS

Engines must not be handled without air being coupled and brakes on engine released except within Mechanical areas or under the direction of a Mechanical and/or Transportation Supervisor.

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

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

## MAKE UP OF ENGINE CONSISTS

RD-SW units may be combined only with units 633-699, and 400 Series; a maximum of six (6) combined units, with following restrictions:

- 5 Units — One, two, or three RD-SW unit may be used. RD-SW unit must not be trailing unit.
- 6 Units — Not more than one (1) RD-SW unit may be used and RD-SW unit must be first or second unit of engine.

A consist of four (4) RD-SW units 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, except unit 11, of one (1) or more units will be handled next to engine handling train or behind short loads and short empties, but not more than twenty-five (25) car lengths (not more than twelve (12) seventy-foot or longer cars) from head end, except SW or RD-SW units shall be handled within six (6) cars of working engine 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 working engine.

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. 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 the following:

Combination of units 500-632, 633-699, and 400 Series:

- 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 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 633-699, 400, 700, 800, and 900 Series units:

- 4 or More Units — Work power on only three units next to cars except if consist includes more than two 900 Series units, work power on only two units next to cars.

Illinois Central Gulf crews, when shoving cars with more than three GP-type units, only the three units next to cars must be allowed to work power. When engine consists of three six-axle units, only the two units next to cars must be allowed to work power. No more than three six-axle units will be used in a consist.

Six (6) axle units may be operated on the following territories only:

- St. Louis to Oklahoma City
- Sapulpa to Ft. Worth & Dallas
- Edward to Afton
- Cherokee Yard to Avard
- Kansas City to Birmingham
- St. Louis to Turrell
- Amory to Mobile

Leeds to Willard:

GP7 are only units that may be used in service or in tow.

**YOU BET YOUR LIFE WHEN  
YOU TAKE A CHANGE.**

## 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. 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. 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	Where less than maximum speed is allowed on curves, restrict speed to 15 MPH below that authorized, but not lower than 10 MPH.
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.
SPARROW	Handle near head end of train.



IN ALL THE WORLD,  
EITHER THOUGHT OR SAID,  
THE SADDEST WORDS ARE  
"I WISH I HAD"

