DISTRICTS

FIRST DISTRICT—
Air Line Jct. to Pittsburg.....124.0 Miles

SECOND DISTRICT—
Pittsburg to Watts.....106.6 "
K.O.G. Junction to Baxter Springs 20.4 "
Chat Junction to Webb City..... 3.8 "

THIRD DISTRICT—
Watts to Heavener.....102.1 "

FOURTH DISTRICT—
Heavener to De Queen..... 95.3 "

Kansas City Southern Mileage.....452.2 Miles
Arkansas Western Mileage..... 55.9 Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

TRAINMASTERS AND DISPATCHERS

J. W. SCOTT, Trainmaster,
First District .....Pittsburg, Kas.
G. W. SWITZER, Trainmaster,
Second District ..... " "
M. A. EDDY, Trainmaster,
Third and Fourth Districts...Heavener, Okla.
J. E. HUTTO, Chief Dispatcher,
First and Second Districts....Pittsburg, Kas.
L. M. HOUGH, Chief Dispatcher,
Third and Fourth Districts...Heavener, Okla.
W. R. SEBRING, Dispatcher....Pittsburg, Kas.
R. W. MARSHALL, Dispatcher.. " "
H. R. PREDDY, Dispatcher..... " "
H. H. HILBOLDT, Dispatcher... " "
C. C. STRICKLAND, Dispatcher. " "
V. F. LINDSEY, Dispatcher...Heavener, Okla.
C. N. MOFFITT, Dispatcher..... " "
H. A. SCOTT, Dispatcher..... " "

65880—Smith-Grieves Co., Printers, Kansas City, Mo.—1000

THE
KANSAS CITY SOUTHERN
RAILWAY COMPANY

TERMINAL
AND
NORTHERN DIVISIONS
AND
THE ARKANSAS WESTERN
RAILWAY COMPANY

TIME TABLE NO. 37

EFFECTIVE AT 12:01 A. M.
SUNDAY
OCTOBER 28, 1945

FOR EMPLOYEES ONLY

F. H. HOOPER,
General Manager,
Kansas City, Mo.

J. T. McCORKLE,
General Supt. Transportation,
Shreveport, La.

C. M. MARTIN,
Superintendent,
Pittsburg, Kas.

R. R. SUTTER, Supt.,
Kansas City Terminal Division,
Kansas City, Mo.

KANSAS CITY SOUTHERN EMPLOYES' HOSPITAL ASSOCIATION STAFF

J. N. CHRISTENSEN, Supervisor, Room 202, Kansas City Southern Building, Kansas City, Mo.

Dr. Walter P. Miller	Chief Surgeon. 800 Argyle Bldg.	Kansas City, Mo.
" J. J. Davis	Local Physician	" " "
" Leo A. O'Brien	" "	" " "
" Owen P. McPherson	" "	" " "
" M. B. Simpson	Eye, Ear, Nose, Throat	" " "
" A. E. Eubank	" " " "	" " "
" A. N. Altringer	" " " "	" " "
" Clarence S. Capell	Urologist	" " "
" E. P. Monahan	Dermatologist	" " "
" Otho Duncan	Dentist	" " "
" W. A. Bewley	"	" " "
" C. C. Sebert	"	" " "
" L. M. Tillman	Local Phys. (colored)	" " "
" S. S. Hill	Dentist (colored)	" " "
" J. F. Hassig	Local Physician	Kansas City, Kas.
" L. D. Mabie	" "	" " "
" C. W. Alexander	" " (colored)	" " "
" W. George Daly	Dentist	" " "
" G. C. Newman	"	" " "
" W. C. Anderson	Local Physician, East	Kansas City, Mo.
" J. S. Bennett	" " "	" " "
" R. A. Williams	" " "	" " "
" C. W. Robinson	Dentist	" " "
" D. B. Robinson	"	" " "
" Chas. F. Grabske	Local Physician	Independence, Mo.
" Vance E. Link	" "	" " "
" B. F. Brainard	" "	Grandview, Mo.
" Martin V. Robbins	" "	Cleveland, Mo.
" B. O. Hartwell	" "	Drexel, Mo.
" J. R. Shumway	" "	Amoret Mo.
" J. R. Shumway	" "	Tiger, Mo.
" J. R. Shumway	" "	Hume, Mo.
" W. A. Bewley	Dentist	" "
" N. B. Primm	Local Physician	Deerfield, Mo.
" J. G. Sandidge	" "	Mulberry, Mo.-Kan.
" A. W. Sandidge	" "	" " "
" H. L. Church	Division Surgeon	Pittsburg, "
" C. Herbert Smith	Asst. Div. Surgeon	" "
" C. Mart Montee	Local Physician	" "
" J. D. Pettet	" "	" "
" Kenneth J. Bierlein	Anesthetist	" "
" Harry L. Stelle	Eye, Ear, Nose, Throat	" "
" H. Marian Grandle	Dentist	" "
" H. M. Grandle	"	" "
" F. S. Robison	"	" "
" J. H. Boswell	Division Surgeon	Baxter Springs, Kan.
" O. L. Alberty	Local Physician	Carl Junction, Mo.
" A. M. Gregg	" "	Joplin, "
" M. O. Coombs	" "	" "
" J. A. Chenoweth	" "	" "

Dr. H. A. Leaming	Local Physician	Joplin, Mo.
" Chas. T. Reid	Eye, Ear, Nose, Throat	" "
" M. C. Bowman	Local Physician	Neosho, "
" Robert M. LeHew	" "	" "
" F. F. Whitehead	" "	" "
" H. R. Bridges	Dentist	" "
" W. W. Frazier	Local Physician	Goodman, "
" S. B. Buck	" "	Anderson, "
" W. H. Horton	" "	Lanagan, "
" J. S. Thompson	" "	Gravatte, Ark.
" F. G. Eubanks	" "	Decatur, "
" A. L. Peacock	" "	Gentry, "
" Rex Williams	Division Surgeon	Siloam Springs, "
" L. L. Scott	Asst. Division Surgeon	" " "
" H. M. Flickinger	Dentist	" " "
" Rex Williams	Division Surgeon	Watts, Okla.
" J. R. Graves	Local Physician	Westville, "
" W. M. McAnally	Dentist	Stilwell, "
" J. A. Cheek	Local Physician	Sallisaw, "
" R. W. Minor	" "	Spiro, "
" A. M. Mixon	" "	" "
" W. C. Gilliam	" "	" "
" Arthur F. Hoge	Division Surgeon	Fort Smith, Ark.
" W. C. Eberle	Asst. Division Surgeon	" " "
" H. H. Smith	" " "	" " "
" Thomas P. Foltz	" " "	" " "
" E. C. Moulton	Eye, Ear, Nose, Throat	" " "
" E. L. Collins	Local Physician	Panama, Okla.
" Earl M. Woodson	" "	Poteau, "
" Neeson Rolle	" "	" "
" James R. Baker	Dentist	" "
" W. K. Baker	"	" "
" S. C. Dean	Local Physician	Howe, "
" E. N. Fair	Division Surgeon	Heavener, Okla.
" John H. Harvey	Asst. Division Surgeon	" "
" F. P. Blair	Dentist	" "
" L. D. Duncan	Local Physician	Waldron, Ark.
" B. W. Duncan	" "	" "
" R. R. Wilson	Dentist	" "
" J. D. Thornton	Local Physician	Forester, "
" Pierre Redman	" "	Mena, Ark.
" L. O. Dickson	Dentist	" "
" T. B. Young	Local Physician	Cove, "
" Frank A. Lee	" "	Vandervoort, Ark.
" F. C. Mullins	" "	Grannis, Ark.
" C. A. Archer	Division Surgeon	DeQueen, Ark.
" Isaac G. Jones	Asst. Division Surgeon	" "
" J. S. Hendricks	Eye, Ear, Nose, Throat	" "
" C. M. Gore	Dentist	" "
" O. B. Tate	"	" "

F. W. Nichols.....First Aid Attendant..Pittsburg, Kan.

SPECIAL RULES

MOVEMENT OF TRAINS

1. Districts are designated in the time table for the operation of trains, as per Rule 4 of the Book of Rules.

2. Current time table and transportation department rules of the Kansas City Terminal Ry. Co. will govern between Big Blue Jct. and Kansas City Union Station; and Kansas City Southern time table, rules, and bulletin instructions will govern while using Joplin Union Depot Company's tracks between Third Street and Main Street, Joplin.

3. Northward trains are superior to southward trains of the same class, except:

No. 77 is superior to No. 42 and No. 88;
No. 91 is superior to No. 92.
On the the Arkansas Western Railway southward trains are superior to northward trains of the same class.

4. Except at stations where trains are required to obtain clearance cards, a fixed signal must be used at each train order office which will indicate STOP when there are orders to be delivered, or in accordance with Transportation Rule No. 1145; at other times the signal must indicate PROCEED.

5. First District trains cleared at Pittsburg are not required to obtain clearance card at North Yard.

6. Second District trains cleared at North Yard will not be required to obtain clearance card at Pittsburg.

7. Second District trains will obtain clearance card at Joplin Union Depot telegraph office.

8. Conductors will check register at each register station and will furnish engineers with register checks, form 227, unless relieved of so doing by being furnished with train order register check.

In making out register check form 227, conductors will make a duplicate copy, giving the original to the engineer, retaining a copy for the information of themselves and other members of the crew.

Engineers will not leave register stations unless they know, either from register check form 227 furnished by the conductor, or from train order register check, whether or not all trains due, which are superior or of the same class have arrived and/or departed.

9. All trains starting from Joplin or Neosho will obtain train order register check from train dispatcher and know whether all trains of the same or superior class or right have arrived and/or departed.

10. Train registers are located at the following stations:

Kansas City Union Station	Neosho.
East Kansas City Yard Office	Watts.
North Yard.	Ft. Smith.
Pittsburg.	Heavener.
Joplin Union Depot Telegraph Office.	DeQueen Passenger Station.

K. C. S. trains are not required to register at Joplin Union Depot and Neosho.

K. C. S. Second class trains and extra trains on SECOND DISTRICT will not be required to register at Pittsburg.

Conductors of First class trains will register by ticket at Pittsburg except when displaying green signals on second district conductor will personally register.

11. Conductors of first-class trains will leave a register ticket with operator at Yard Office, North Yard.

12. Any regular train carrying signals for a following section will stop at North Yard and Conductor will register.

First-class trains will not carry signals on first district.

13. Automatic block signals are in operation between the south switch at Oskaloosa and the north switch to the north yard at Pittsburg, and between the southbound home signal at the Frisco crossing on mile 147 and signal No. 1832 near Mile Post 183. All home signals, at interlocking plants, except the northbound home signal at Gulfton, within the above automatic block signal limits are connected to and are a PART OF THE AUTOMATIC BLOCK SYSTEM AND CONTROL MOVEMENTS INTO AND THROUGH THE NEXT BLOCK AS WELL AS MOVEMENT OVER THE CROSSING.

When these signal arms or lights do not function properly, wire report must be made to the Trainmaster from the first open telegraph station and the numbers of the signals should be given so that the trouble may be properly located and removed.

14. Trains will not leave Rich Mountain and northbound trains will not leave Howard, Page or Stapp, within 15 minutes of the departure of a train moving in the same direction.

Southbound trains will not leave Goodman or Siloam and northbound trains will not leave Decatur, Gravette or McElhany within 15 minutes after the departure of a train moving in the same direction.

Trains as mentioned above finding fusee burning at the points named will not depart until five minutes after fusee has burned out.

15. When an extra train is run on train order schedule shown in Book of Rules under form G, example 3, and is designated as passenger extra, opposing inferior trains will clear the time of such train five minutes and inferior trains in the same direction will clear such train at the time shown at the last station in the rear, but not less than five minutes; such passenger extra is not relieved from observing yard limit rule, No. 93.

USE OF TRACKS

16. When first-class trains meet at North Yard on special orders, the train in the inferior direction will leave main track at double track switch just north of Twenty-third St.

17. The current of traffic for all except Kansas City Southern first and second-class trains, using double track between Santa Fe crossing south of dispatchers' office Pittsburg and Mile Post 128.1 will be on the right; Kansas City Southern first and second-class trains will use the track on the west for movement in either direction. The normal position of main line switches at each end of this double track is lined and locked for the southward or track on the west.

18. Locomotives moving light between Seventh Street, Pittsburg, and North Yard may, under the protection of the yard limit rule, use the southward or track on the west to reach cross-over just south of yard office.

19. The northward or track on the east will be used as a passing track between Fourth and Twenty-third Streets, Pittsburg; but when first-class trains are to meet at Pittsburg on special orders, the order will designate which train shall take siding and at what point.

20. When first-class trains meet at Watts on special orders, that part of the passing track that lies between the north switch and the cross-over south of the depot will be used. If the trains are to meet at the south lead to the yard, the order must so designate.

21. When first-class trains meet at Heavener on special orders, the inferior train will take siding at cross-over at yard office or south of the station. When the trains are to meet at the north lead to the yard the order must so state.

22. When first-class trains meet at Mena on special orders, the inferior train will enter the passing track at the outside switch unless the order specifically provides otherwise.

23. At Joplin all first-class and extra passenger trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street. Kansas City Southern switches will be left set and locked for the Kansas City Southern main line.

24. The switches in the Joplin Union Depot yard will be set and locked for the Joplin Union Depot main line.

25. At Fort Smith all main line switches will be kept set and locked for Passenger Station Yard. Switch at end of double track will be kept set for Track No. 1. Passenger Station Tracks Nos. 1 and 2 are assigned to Frisco trains. Passenger Station Tracks Nos. 3 and 4 are assigned to K. C. S. trains.

MISCELLANEOUS

26. Stops for trains 1, 2, 15 and 16 other than regular (s) are for revenue passengers only.

No. 15 will be held fifteen minutes at Kansas City Union Station on request of Depot Passenger Agent to protect close connections.

27. Freight trains will not carry passengers, except:

(a) Attendants in charge of live stock, fruit or perishable freight, or those accompanying special baggage cars as authorized by passenger tariffs, when provided with proper transportation.

(b) Employees of the Kansas City Southern Railway holding annual passes.

(c) Parties holding free transportation endorsed "Good on freight trains."

(d) Trains 41, 42, 77 and 88 will not make extra stops to pick up or discharge passengers.

28. Freight brakemen shall be on top of their trains when safety requires. This rule substituted for Transportation Rule 828.

29. Freight cars will not be moved or placed under the train sheds at Fort Smith.

30 (a). Engineers will not cut their locomotives from and leave their trains without first consulting with the conductor, except as provided by the rules.

30 (b). With trains of more than twenty (20) cars, locomotive or locomotives at the head of trains will be detached before spotting for water or fuel; however, locomotives may be spotted for water or fuel without detaching from trains when in judgment of the engineer or engineers, this can be done without damage to lading, drawbars, penstocks, or other equipment or structures.

31. Engine Whistle Signal 14-(L), Book of Rules, is hereby changed to:

Two long, one short, and one long (——— ——— o ———).

This special rule and Rule 30, Book of Rules, will be complied with in the following manner:

In approaching road or street crossings, unless whistling is prohibited, the whistle signal will be sounded and timed so that the engine or lead car, if cars are being shoved by the engine in either forward or backward motion, will be over the crossing when the last blast ends. The first blast of the whistle will be started at a point from which it will require ten seconds for the engine or lead car to reach the far side of the crossing, the intention being to consume ten seconds in blowing this whistle signal and have the last blast end after the engine or lead car has reached the point where the entire width of the crossing is occupied.

The engine bell shall be rung at the whistling post 1,320 feet or one-quarter of a mile from the road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such public road or street or until the train or cars have stopped. If stop is made within one-quarter of a mile of crossing, crossing whistle signal will be sounded and bell will be rung when the engine is again started and movement over crossing will be made in compliance with first paragraph of these instructions.

STATE OF KANSAS. In this state the whistle signal must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.

32. Following locomotive whistle signal will be used in addition to those shown under Rule 14 of Book of Rules:

oo ——— answer to stop signal given by flagman.

33. The following signs placed in columns provided for them on face of card indicate: S, Scale; T, Turn Table; PH, Telegraphone; C, Coal; O, Oil; W, Water; Y, Wye.

34..... STANDARD CLOCKS

East Kansas City Roundhouse.
East Kansas City Yard Office.
North Yard.
Pittsburg.
Joplin Union Depot Telegraph Office.
Neosho.
Watts.
Spiro.
Fort Smith.
Heavener.
DeQueen Passenger Station.

35..... BULLETIN BOOKS

East Kansas City Yard Office.
East Kansas City Roundhouse.
North Yard.
Roundhouse, Pittsburg.
Pittsburg Telegraph Office.
Joplin Telegraph Office.
Neosho Telegraph Office.
Watts Telegraph Office.
Spiro Telegraph Office.
Fort Smith Telegraph Office.
Roundhouse, Heavener.
Heavener Telegraph Office.
DeQueen Passenger Station.
Roundhouse, DeQueen.

36..... SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
	Miles Per Hour	Miles Per Hour
Main line between Kansas City and DeQueen except as otherwise restricted by yard limits, specific slow order, slow boards, slow flags, special rules or by other proper notice:		
Diesel Locomotives:		
Between Leeds and Mile Post 24	65	50
Except: Mile Post 11 to 11½, north end big cut	55	40
Mile Post 16 to Mile Post 18	55	30
Bridge over St. L.-S. F., north of Grandview to Mile Post 23	55	40
Between Mile Post 24 and Pittsburg:		
Straight track	80	50
Around curves not protected by slow boards	70	50
Except: Marais des Cygnes River Bridge A-74	50	35
Between Pittsburg and Heavener	65	50
Except: 10-degree curve between Mile Posts 196 and 197	20	15
Arkansas River Bridge A-307	40	18
Between Heavener and DeQueen, straight track	65	50
Curves not protected by slow boards	60	50
D-7, H and H-1 class locomotives:		
Between Leeds and Mile Post 24	60	50
Except: Mile Post 11 to 11½, north end of big cut	50	40
Mile Post 16 to Mile Post 18	50	30
Bridge over St. L.-S. F. north of Grandview to Mile Post 23	50	40
Between Mile Post 24 and Pittsburg:		
Straight track	75	50
Curves on which speed is not restricted by slow board or otherwise	70	50
Except: Marais des Cygnes River Bridge A-74	45	35
Between Pittsburg and Watts	65	50
Except: 10-degree curve between Mile Posts 196 and 197	20	15
Between Watts and DeQueen:		
Straight track	65	50
Curves on which speed is not restricted by slow board or otherwise:		
Watts to Mile Post 366	60	50
Mile Post 366 to DeQueen	55	50
Arkansas River Bridge A-307	35	18
E-4 class locomotives with 63-inch wheels:		
Between Leeds and Pittsburg	50	50
Except: Mile Post 11 to 11½, north end of big cut		40
Mile Post 16 to Mile Post 18		30
Bridge over St. L.-S. F. north of Grandview to Mile Post 23		40
Marais des Cygnes River Bridge A-74	35	35
Between Pittsburg and DeQueen	45	45
Except: Ten-degree curve between Mile Post 196 and 197	20	15
Arkansas River Bridge A-307	35	18
E-4 class locomotives with 57-inch wheels:		
Between Leeds and Pittsburg	45	45
Except: Mile Post 11 to 11½, north end of big cut	40	40
Mile Post 16 to Mile Post 18	30	30
Bridge over St. L.-S. F. north of Grandview to Mile Post 23	40	40
Marais des Cygnes River Bridge A-74	35	35
Between Pittsburg and DeQueen	40	40
Except: 10-degree curve between Mile Posts 196 and 197	20	15
Arkansas River Bridge A-307	35	18
E-3 class locomotives:		
Between Leeds and DeQueen	40	40
Except: Mile Post 16 to Mile Post 18	30	30
Marais des Cygnes River Bridge A-74	35	35
Ten-degree curve between Mile Posts 196 and 197	20	15
Arkansas River Bridge A-307	35	18

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
	Miles Per Hour	Miles Per Hour
G class locomotives:		
Between Leeds and DeQueen	25	25
Momentary speed	28	28
Ten-degree curve between Mile Posts 196 and 197	15	15
Arkansas River Bridge A-307	10	10
G-1 and G-2 class locomotives:		
Between Leeds and DeQueen	30	30
Momentary speed	35	35
Except:		
Marais des Cygnes River Bridge A-74	30	30
Ten-degree curve between Mile Posts 196 and 197	15	15
Arkansas River Bridge A-307	10	10
G-2-S class locomotives:		
Between Leeds and DeQueen	40	40
Momentary speed	45	45
Except:		
Between Mile Post 11 and Mile Post 11½, north end big cut	35	35
Between Mile Post 16 and Mile Post 18	30	30
Between Frisco overpass north of Grandview and Mile Post 23	35	35
Marais des Cygnes River Bridge A-74	30	30
Ten degree curve between Mile Post 196 and 197	15	15
Bridge A-251 Baron Fork, Northbound	35	35
Arkansas River Bridge A-307	10	10
J class locomotives:		
(See General Order covering double-heading and other restrictions.)		
Between Mile Post 5 and Leeds	45	45
Between Leeds and Mile Post 24	50	50
Except: between Mile Posts 11 and 11½, north end of big cut	40	40
Between Mile Posts 16 and 18	30	30
Between bridge over St. L.-S. F. north of Grandview and Mile Post 23	40	40
Between Mile Post 24 and Mile Post 128½	60	50
Except: When handling train No. 77		60
Bridge A-43, M.-K.-T. Railroad	45	45
Bridge A-73	50	50
Bridge A-74 Marais des Cygnes River	35	35
Between Mile Post 128½ and Pittsburg	45	45
Between Pittsburg and DeQueen	45	45
Except: When handling train No. 77		50
Ten-degree curve between Mile Posts 196 and 197	15	15
Bridge A-206		45
Bridge A-234 Illinois River		45
Bridge A-251 Baron Fork:		
Northbound	35	35
Southbound		45
Arkansas River Bridge A-307	10	10
Yard and passing tracks laid with 75-lb. rail or heavier	10	10
Turnouts	5	5
Where maximum speed for J class locomotives shown herein is 50 miles per hour, momentary speed up to 53 miles per hour is authorized.		
L class locomotives:		
Between Leeds and DeQueen	40	40
Momentary speed	45	45
Except: Between Mile Post 16 and 18	30	30
Between Frisco overpass north of Grandview and Mile Post 23	35	35
Marias des Cygnes River Bridge A-74	30	30
Ten-degree curve Mile Posts 196-197	15	15
Bridge A-251 Baron Fork northbound	35	35
Arkansas River Bridge A-307	10	10
L-1 class locomotives:		
Between Leeds and DeQueen	25	25
Ten-degree curve Mile Posts 196-197	15	15
Arkansas River Bridge A-307	10	10
Due to Counterbalance of L-1 class locomotives these speeds must not be exceeded.		

(Continued on next page)

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
	Miles Per Hour	Miles Per Hour
Between K. O. G. Junction and Baxter Springs:		
All classes of power except J class	25	25
Between Coal Creek and McCurtain, FS & VB.	20	20
Miscellaneous:		
Be governed by special instructions covering restrictions to be observed when double heading or when helper engines are used.		
Grade railroad crossings interlocked	35	.....
Grade railroad crossings gated	20	20
For authorized freight train speeds over various railroad crossings, see current Consolidated Bulletin and instructions supplemental thereto.		
Trains handling:		
Mixed freight and passenger equipment	45	45
Steam wrecking cranes, pile drivers, derrick cars and other heavy machinery moving on its own wheels	.....	25
Scale test car	.....	35
Dead engines in backward motion in tow	.....	20
Passing train order signal where Form 19 train orders are to be handed on	20	20
Locomotives not equipped with engine or pony truck other than Class G	20	20
Maximum speed of Foreign Line freight locomotives operating on Second District will be the same as that for E-4 class with 57 inch drivers.		
Passenger trains handling box cars equipped for passenger train service	50	.....

Pittsburg: Connection leading to Missouri Pacific yard. Connection with A. T. & S. F. at Fourth Street.	All trains and yard engines keep sharp look out for Missouri Pacific and A. T. & S. F. trains using these connections.
Pittsburg. Joplin. Neosho.	All trains approach and pass through these points under control expecting to find foreign line trains entering or leaving main tracks.
Joplin Union Depot Company's tracks.	All trains and yard engines move under control expecting to find other trains or engines occupying the main track.

At Fort Smith all trains and yard engines will move under control between S. F. Junction and Passenger Station and on Garland Avenue, expecting to find other trains or engines occupying the main track, moving in either direction.

At DeQueen all trains will run under full control between south transportation lead switch DeQueen yard and south passing track switch expecting to find main track occupied and unprotected.

37. Stations protected by yard limit boards are as follows:

First District.

Air Line Junction to one-half mile south of Leeds on new line, and Leeds to end of old line.

North Yard, Pittsburg.

Second District.

Baxter Springs, Neosho, Pittsburg, Watts. Joplin,

Third District.

Watts, Heavener. Spiro,

Fourth District.

Heavener, DeQueen Yard DeQueen,

Ft. Smith District.

Spiro, Fort Smith.

Fort Smith Terminal Yard limits extend from S. F. Junction to Garland Avenue Junction.

38.....RESTRICTIONS IN OPERATION OF LOCOMOTIVES

Baxter Springs Branch. Good for all classes of power except J class.

Webb City Branch.

Heavier than E 3 Class Engines cannot be operated on Webb City Branch.

Poteau River Bridge A-327-A, Fort Smith District.

Locomotives will not be double headed over this bridge.

Fort Smith and Van Buren.

Locomotives heavier than E-3 Class will not be operated.

Class J. Locomotives

Will not be operated on track laid with 60-lb. rail and will not be double headed with any class locomotive on First District.

39. Through City Limits of the following towns, speed of trains is restricted as follows, by City Ordinance:

First District.

KansasCity.25 miles per hour.
Drexel. . ..25 " " "
Amsterdam.20 " " "
Pittsburg..15 " " "

Second District.

Pittsburg ..15 miles per hour.
Joplin. . ...25 " " "
Neosho. . .30 " " "
Anderson ..20 " " "
Noel. . . ...20 " " "

Fourth District.

Mena (four principal street crossings)..15 miles per hour.
DeQueen. ..25 " " "

Ft. Smith District.

Ft. Smith ..25 miles per hour.

CONDITIONAL FLAG STOPS

First District—

Nos. 15 and 16 will stop on flag at Grandview for revenue passengers to or from Pittsburg or beyond.

No. 15 will stop on flag at Cleveland, Lisle, Drexel, Merwin, Amsterdam, Amoret, Tiger, Stotesbury, Richards and Mulberry for revenue passengers to or from Kansas City or beyond and for revenue passengers to or from Pittsburg or beyond.

No. 16 will stop on flag at Cleveland, Lisle, Merwin, Amsterdam, Amoret, Tiger, Hume, Stotesbury, Richards and Mulberry for revenue passengers to or from Kansas City or beyond and for revenue passengers to or from Pittsburg or beyond.

Third District—

Nos. 1 and 2 will stop on flag at Westville and Stilwell for revenue passengers to or from Joplin or beyond and for revenue passengers to or from Spiro or beyond.

Nos. 15 and 16 will stop on flag at Bunch, Marble City and Panama for revenue passengers to or from Siloam or beyond and for revenue passengers to or from Heavener or beyond.

Nos. 15 and 16 will stop on flag at Redland for revenue passengers to or from Kansas City.

Fourth District—

Nos. 15 and 16 will stop at Page on flag for revenue passengers.

Note—"or beyond" in above means to or from stations that are regular, flag, or conditional flag stops.

FIRST DISTRICT—Air Line Junction to Pittsburg

SOUTH BOUND				TIME TABLE No. 37 Effective OCTOBER 28, 1945	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
SECOND CLASS		FIRST CLASS						
77 Merchandise Special	41 Manifest Freight	15 The Flying Crow	1 Southern Belle				Week Days.	Sundays and Holidays.
Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
.....	.....	Lv 9.00PM	Lv 9.30AM	KANSAS CITY, U.S.	0	US	Continuous	Continuous
				5.3				
Lv 10.15PM	Lv 10.15AM	.....	.....	PH.AIR LINE JCT...	5.3	CS	Continuous	Continuous
				0.1				
.....	.....	.....	.....	.. Mo. Pac. Crossing..	5.4	.....	.....	.....
				0.3				
.....	.....	.....	.....	.....Alton Crossing.....	5.7	.....	.....	.....
				0.4				
.....	.....	.....	.....	...K. C. T. Crossing...	6.1	.....	.....	.....
				0.0				
10.25	10.30	Lv 9.10PM	Lv 9.40AM	PH BIG BLUE JCT...	6.1	.....	.....	.....
				..A. T. & S. F. Cross..				
				1.1				
10.28	10.34	9.12	9.42	PH..Fifteenth Street.....	7.2	.....	.....	.....
				0.5				
.....	.....	.....	.....	..Mo. Pac. Crossing..	7.7	.....	.....	.....
				2.1				
10.35	10.42	9.16	9.45	PH....LEEDS.....	9.8	.....	.....	.....
				2.8				
10.41	10.47	9.21	9.48	PH..EASTWOOD....	12.6	.....	.....	.....
				5.4				
10.53	10.58	9.29	9.53	PH...BRYANT.....	18.0	.....	.....	.....
				5.4				
11.05	11.15	9.37	9.58	PH.GRANDVIEW.....	23.4	VG	Continuous	Continuous
				9.2				
11.20	11.35	9.50	10.07	PH...JAUDON.....	32.6	.....	.....	.....
				6.2				
11.30	11.48	10.00	10.13	PH..CLEVELAND....	38.8	.....	.....	.....
				2.8				
.....	.....	10.04	10.16	.....WEST LINE....	41.6	.....	.....	.....
				1.9				
11.38	11.59AM	10.07	10.18	PH...BACON.....	43.5	.....	.....	.....
				4.7				
11.46	12.10PM	10.14	10.22	PH....LISLE.....	48.2	.....	.....	.....
				5.1				
11.53PM	12.20	10.21	10.27	PH...DREXEL.....	53.3	DX	8A-4P 7.30P-3.30A	8A-4P 7.30P-3.30A
				5.3				
.....	.....	10.28	10.31	PH....MERWIN.....	58.6	.....	.....	.....
				3.9				
12.07AM	12.40	10.35	10.35	PH.AMSTERDAM...	62.5	DA	8A-5P	None
				6.5				
12.18	12.55	10.45	10.41	PH..AMORET.....	69.0	BA	8A-5P	None
				5.2				
.....	.....	.....	.....	..Mo. Pac. Crossing..	74.2	.....	.....	.....
				0.8				
12.28	1.08	10.54	10.47	PH.....TIGER.....	75.0	GR	9A-5P	None
				5.8				
12.37	1.20	S 11.05	10.52	PH...HUME.....	80.8	HM	Continuous	Continuous
				5.2				
12.47	1.31	11.13	10.57	PH....AMOS.....	86.0	.....	.....	.....
				3.2				
12.52	1.38	11.17	11.00	PH.STOTESBURY...	89.2	.....	.....	.....
				4.5				
1.00	1.48	11.24	11.04	PH..RICHARDS.....	93.7	R	8A-5P	8A-5P
				0.2				
.....	.....	.....	.....	..Mo. Pac. Crossing..	93.9	.....	.....	.....
				5.5				
1.10	2.00	11.32	11.09	PH.....EVE.....	99.4	KY	7P-4A	7P-4A
				5.4				
1.19	2.10	11.40	11.14	PH...SWART.....	104.8	.....	.....	.....
				4.8				
1.27	2.20	11.47	11.18	PH....HARR.....	109.6	.....	.....	.....
				3.1				
1.33	2.28	11.51PM	11.21	PH.OSKALOOSA....	112.7	.....	.....	.....
				2.0				
.....	.....	.....	.....	.St. L. & S. F. Crossing.	114.7	.....	.....	.....
				3.5				
1.43	2.39	12.01AM	11.26	PH..MULBERRY...	118.2	KN	8A-5P	None
				1.2				
.....	.....	.....	.....	.St. L. & S. F. Crossing.	119.4	.....	.....	.....
				1.3				
1.48	2.45	12.06	11.30	PH...FULLER.....	120.7	.....	.....	.....
				2.3				
.....	.....	.....	.....	..Mo. Pac. Crossing..	123.0	.....	.....	.....
				4.6				
Ar 2.00AM	Ar 3.00PM	12.20	11.41	PH.NORTH YARD...	127.6	NY	Continuous	Continuous
				1.4				
.....	.....	.....	.....	.A. T. & S. F. Crossing.	129.0	.....	.....	.....
				0.1				
.....	.....	.....	.....	..Mo. Pac. Crossing..	129.1	.....	.....	.....
				0.2				
.....	.....	Ar 12.25AM	Ar 11.45AM	PH.PITTSBURG.....	129.3	DO	Continuous	Continuous
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	129.3				
3.45	4.45	3.25	2.15	Time on District				

No. 77 is superior to No. 42 and No. 88

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 37 Effective OCTOBER 28, 1945 STATIONS	NORTH BOUND FIRST CLASS 16 The Flying Crow Arrive Daily	FIRST CLASS 2 Southern Belle Arrive Daily	SECOND CLASS 88 Manifest Freight Arrive Daily	SECOND CLASS 42 Manifest Freight Arrive Daily
.....	.....	786.7	KANSAS CITY, U.S.	Ar 8.40AM	Ar 8.30PM	.....	.....
			5.3				
.....	.....	781.4	PH. AIR LINE JCT..	.....	.....	Ar 7.00AM	Ar 3.30PM
			0.1				
.....	.....	781.0	.. Mo. Pac. Crossing..	.....	.....	.....	.....
			0.3				
.....	.....	781 0	.... Alton Crossing	.....	.....	.....	.....
			0.4				
Connection Interlocked	.....	780 6	... K. C. T. Crossing...	.....	.....	.....	.....
			0.0				
Connection Interlocked	.....	780 6	PH..BIG BLUE JCT. ..A. T. & S. F. Cross..	Ar 8.26AM	Ar 8.16PM	6.45	3.15
			1.1				
W	93	779.5	PH...Fifteenth Street.....	8.24	8.14	6.40	3.11
			0.5				
Electric Gate	.....	779 0	. . Mo. Pac. Crossing . .	.....	.....	.....	.....
			2.1				
.....	.....	776.9	PH....LEEDS.....	8.20	8.10	6.32	3.05
			2.8				
3	96	774.1	PH..EASTWOOD....	8.16	8.07	6.27	2.59
			5.4				
7	111	768.7	PH...BRYANT.....	8.09	8.01	6.13	2.50
Yard WY	E 104		5.4				
Connection	W 59	763.3	PH..GRANDVIEW ...	8.02	7.55	6.00	2.41
			9.2				
4	127	754.1	PH...JAUDON.....	7.50	7.46	5.38	2.24
			6.2				
24	63	747.9	PH..CLEVELAND....	7.41	7.40	5.22	2.12
			2.8				
.....	.....	745.1	.....WEST LINE.....	7.37	7.37	.....	.....
			1.9				
.....	76	743.2	PH . . .BACON	7.34	7.35	5.08	2.05
			4.7				
7 W	112	738.5	PH....LISLE.....	7.27	7.30	4.55	1.57
			5.1				
27	136	733.4	PH...DREXEL.....	s 7.21	7.25	4.40	1.48
			5 3				
20	.....	728 1	PH....MERWIN	7.13	7.20	.....	.....
	N 92		3.9				
52 C	S 49	724.2	PH .AMSTERDAM...	7.08	7.16	4.20	1.33
			6.5				
22	65	717 7	PH...AMORET.....	6.58	7.10	4.02	1.22
			5.2				
Interlocked	.....	712.5	.. Mo. Pac. Crossing..	.....	.....	.....	.....
			0.8				
5	95	711.7	PH.....TIGER.....	6.48	7.04	3.45	**1.08**
	W 77		5.8				
70 Y	E 54	705 9	PH....HUME.....	6.40	6.59	3.30	12.50
			5.2				
9	87	700 7	PH....AMOS.....	6.32	6.54	3.17	12.39
			3.2				
6	87	697.5	PH.STOTESBURY...	6.28	6.51	3.11	12.32
			4.5				
19	76	693 0	PH..RICHARDS.....	6.22	6.47	2.58	12.22
			0.2				
Interlocked	.....	692 8	.. Mo. Pac. Crossing..	.....	.....	.....	.....
116	E 46		5 5				
M.-K.-T. Con.	W129	687.3	PH.....EVE.....	6.14	6.42	2.45	12.10PM
			5.4				
15	78	681 9	PH...SWART.....	6.07	6.37	2.28	11.58AM
			4.8				
12	130	677.1	PH....HARR.....	6.01	6.33	2.17	11.48
			3.1				
16	87	674.0	PH..OSKALOOSA....	5.57	6.30	2.10	11.41
			2.0				
Interlocked	.....	672.0	.St. L. & S. F. Crossing.	.....	.....	.....	.....
			3.5				
19	88	668.5	PH..MULBERRY....	5.48	6.24	1.55	**11.26**
			1.2				
Interlocked	.....	667.3	.St. L. & S. F. Crossing.	.....	.....	.....	.....
			1.3				
.....	77	666.0	PH...FULLER.....	5.45	6.21	**1.48**	11.15
			2.3				
Interlocked	.....	663.7	.. Mo. Pac. Crossing..	.....	.....	.....	.....
			4.6				
Yd. O W C ST	.....	659.1	PH.NORTH YARD...	5.34	6.13	Lv 1.30AM	Lv 11.00AM
			1.4				
Connection	.....	657.7	.A. T. & S. F. Crossing.	.....	.....	.....	.....
			0.1				
Connection	.....	657.6	.. Mo. Pac. Crossing..	.....	.....	.....	.....
			0.2				
Y YARD	.....	657.4	PH.PITTSBURG....	Lv 5.30AM	Lv 6.10PM	.....	.....
			129.3	Depart Daily	Depart Daily	Depart Daily	Depart Daily
			Time on District	3.10	2.20	5.30	4.30

Location of Mail Cranes.

	Mile No.
Grandview	23.4
Cleveland	38.9
West Line	41.7
Lisle	48.2
Drexel	53.4
Merwin	58.7
Amsterdam	62.6
Amoret	69.2
Tiger	75.0
Hume	80.9
Stotesbury	89.3
Richards	93.8
Oskaloosa	112.8
Mulberry	118.3

Water Tanks Between Stations.

1.5 Mile North of Tiger.
1.3 Mile North of Stotesbury.

No. 77 is superior to No. 42 and No. 88

SECOND DISTRICT—Pittsburg to Watts

SOUTH BOUND

THIRD CLASS			SECOND CLASS		FIRST CLASS		TIME TABLE No. 37 Effective OCTOBER 28, 1945	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
211 M. & A. Freight		91 A. T. & S. F. Freight	41 Manifest Freight	77 Merchandise Special	15 The Flying Crow	1 Southern Belle				Week Days.	Sundays and Holidays.
Depart Daily		Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
			Lv 3.30PM	Lv 2.20AM	Lv 12.20AM	Lv 11.41AM	PH. NORTH YARD..	127.6	NY	Cont.	Cont.
					12.25	11.45	1.7				
		Lv 5.20AM	3.35	2.25	12.35	11.50	PH .PITTSBURG....	129.3	DO	Cont.	Cont.
							0.2 .A. T. & S. F. Crossing.	129.5			
							0.1 .A. T. & S. F. Crossing.	129.6			
							0.1 .St. L. & S. F. Crossing.	129.7			
							0.1 .St. L. & S. F. Crossing.	129.8			
		5.35	3.48	2.36	12.43	11.58AM	5.5 PH...KNIVETON.....	135.3			
					12.47	12.02PM	3.8 PH..K. O. G. JCT....	139.1			
							0.8 .St. L. & S. F. Crossing.	139.9			
		5.50	3.55	2.43	12.49	12.04	0.5 PH ...ASBURY.....	140.4			
		6.10	4.08	2.54	12.55	12.12	6.8 PH..GULFTON.....	147.2			
							.St. L. & S. F. Crossing. 3.2				
					12.59	12.17	PH..CHAT JCT.....	150.4			
							3.9 UNION DEPOT				
Lv 9.35AM		Ar 6.30AM	4.33	3.15	s 1.20	s 12.30	PH.....JOPLIN.....	154.3	JO	Cont.	Cont.
							0.5 .St. L. & S. F. Crossing.	154.8			
							0.1 .St. L. & S. F. Crossing.	154.9			
9.50			4.51	3.28	1.30	12.40	5.1 PH..SAGINAW.....	160.0			
10.01			5.07	3.35	1.36	12.44	5.1 PH.TIPTON FORD..	165.1			
10.15			5.20	3.45	1.44	12.51	5.4 PH....DALBY.....	170.5			
							2.1 .St. L. & S. F. Crossing.	172.6			
Ar 10.25AM			5.40	4.05	s 2.05	s 1.05	1.4 PH...NEOSHO.....	174.0	ON	Cont.	Cont.
					s 2.12	s 1.12	4.2 McElhany Passenger Sta.	178.2			
			6.00	4.20	2.17	1.17	2.5 PH..McELHANY....	180.7	CA	8A-5P	8A-5P
			6.10	4.28	f 2.22	1.22	3.8 PH..GOODMAN.....	184.5	MS	8A-5P	
			6.18	4.34	2.27	1.27	3.5 .....ELLIFF.....	188.0			
			6.26	4.41	f 2.33	1.31	3.6 PH. .ANDERSON....	191.6	RS	8A-5P	8A-5P
			6.34	4.48	f 2.38	1.35	3.5 PH...LANAGAN.....	195.1	AG	Cont.	Cont.
			6.50	5.00	f 2.47	f 1.43	5.5 PH.....NOEL.....	200.6	NE	8A-5P	None
			7.02	5.08	f 2.55	1.48	4.7 PH.SULPHUR SPGS.	205.3	SU	9A-6P	None
			7.15	5.19	f 3.04	1.55	4.5 PH..GRAVETTE.....	209.8	BO	8A-5P	8A-5P
			7.22	5.26	3.10	1.59	3.8 PH...DORSEY.....	213.6			
			7.30	5.33	f 3.16	2.03	3.3 .....DECATUR.....	216.9	DE	8A-5P	None
			7.42	5.43	f 3.27	2.10	5.4 PH....GENTRY.....	222.3	RY	7A-4P	None
			7.55	5.57	s 3.45	s 2.20	7.0 PH....SILOAM.....	229.3	SX	8A-5P	8A-5P
			Ar 8.10PM	Ar 6.15AM	Ar 3.55AM	Ar 2.30PM	6.6 PH....WATTS.....	235.9	WS	Cont.	Cont.
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	106.6				
0.50		1.10	4.40	3.55	3.35	2.49	Time on District				

No. 77 is superior to No. 42 and No. 88
No. 91 is superior to No. 92

Webb City Branch.
(3.8 miles)

Distance from Kansas City		Capacity of Sidings
150.4	Chat Junction	8
	3.8	
154.2	Webb City	58

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity
Joplin-Pittsburg R. R. Co.	133	Conn
Long-Bell-American	158	Conn 83
Independent Gravel Co.	205	4

Location of Mail Cranes

	Mile No.
Asbury	140.3
Goodman	184.6
Anderson	191.7
Lanagan	195.2
Noel	200.6
Sulphur Springs	205.4
Gravette	209.9
Decatur	216.9
Gentry	222.5

SECOND DISTRICT—Watts to Pittsburg

TIME TABLE No. 37
Effective OCTOBER 28, 1945

NORTH BOUND

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	STATIONS	FIRST CLASS 16 The Flying Crow Arrive Daily	FIRST CLASS 2 Southern Belle Arrive Daily	SECOND CLASS 42 Manifest Freight Arrive Daily	SECOND CLASS 88 Manifest Freight Arrive Daily	THIRD CLASS 92 A. T. & S. F. Freight Arrive Daily	THIRD CLASS 212 M. & A. Freight Arrive Daily		
Yard O W C ST	.....	659.1	PH.NORTH YARD...	Ar 5.34AM	Ar 6.13PM	Ar 10.30AM	Ar 1.00AM	.....	.....	.....	.....
			1.7								
Y Yard	.....	657.4	PH .PITTSBURG....	5.30	6.10	10.25	12.56	Ar 9.25AM	.....	.....	.....
			0.2	5.20	6.00						
.....	.....	657.2	.A. T. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			0.1								
Connection	.....	657.1	.A. T. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			0.1								
Connection	.....	657.0	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			0.1								
Connection Gated	.....	656.9	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			5.5								
13	86	651.4	PH...KNIVETON.....	5.10	5.51	10.11	12.43	9.12	.....	.....	.....
			3.8								
Branch	.....	647.6	PH.K. O. G. JCT.....	5.05	5.47	.....	.....	.....	.....	.....	.....
			0.8								
Interlocked	.....	646.8	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			0.5								
10	81	646.3	PH...ASBURY.....	5.03	5.46	10.00	12.25	9.00	.....	.....	.....
			6.8								
5 Interlocked	75	639.5	PH...GULFTON.....	4.55	5.38	9.47	12.12AM	8.45	.....	.....	.....
			.St. L. & S. F. Crossing.								
			3.2								
Branch	.....	636.3	PH..CHAT JCT.....	4.51	5.35	.....	.....	.....	.....	.....	.....
			3.9								
T W S Yard Connection	76	632.4	UNION DEPOT PH ...JOPLIN.....	s 4.45	s 5.30	9.35	11.59PM	Lv 8.30AM	Ar 5.10PM	.....	.....
			0.5								
.....	.....	631.9	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			0.1								
.....	.....	631.8	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			5.1								
.....	66	626.7	PH..SAGINAW.....	4.25	5.13	9.20	11.33	.....	4.51	.....	.....
			5.1								
11	76	621.6	PH.TIPTON FORD..	4.18	5.07	9.12	11.20	.....	4.36	.....	.....
			5.4								
.....	85	616.2	PH....DALBY.....	4.11	5.00	9.02	11.07	.....	4.27	.....	.....
			2.1								
Interlocked Connection	.....	614.1	.St. L. & S. F. Crossing.	.....	.....	.....	.....	.....	.....	.....	.....
			1.4								
YW Yard Connection	80	612.7	PH...NEOSHO.....	s 4.05	s 4.55	8.55	10.55	.....	Lv 4.20PM	.....	.....
			4.2								
18	.....	608.5	McElhany Passenger Sta.	s 3.45	s 4.43	.....	.....	.....	.....	.....	.....
			2.5								
67	76	606.0	PH..McELHANY....	3.37	4.37	8.39	10.30	.....	.....	.....	.....
			3.8								
Y 27	69	602.2	PH..GOODMAN.....	f 3.31	4.33	8.32	10.23	.....	.....	.....	.....
			3.5								
3	74	598.7	.....ELLIFF.....	3.25	4.28	8.24	10.13	.....	.....	.....	.....
			3.6								
79	72	595.1	PH..ANDERSON....	f 3.19	4.23	8.17	10.04	.....	.....	.....	.....
			3.5								
OW 36	90	591.6	PH..LANAGAN.....	f 3.13	4.18	8.10	9.55	.....	.....	.....	.....
			5.5								
29	74	586.1	PH....NOEL.....	f 3.03	f 4.10	7.58	9.40	.....	.....	.....	.....
			4.7								
34	47	581.4	PH.SULPHUR SPGS	f 2.55	4.03	7.51	9.30	.....	.....	.....	.....
			4.5								
46	66	576.9	PH..GRAVETTE.....	f 2.47	3.57	7.42	9.19	.....	.....	.....	.....
			3.8								
W	75	573.1	PH...DORSEY.....	2.41	3.52	7.34	9.08	.....	.....	.....	.....
			3.3								
30	64	569.8	.....DECATUR.....	f 2.36	3.48	7.27	9.00	.....	.....	.....	.....
			5.4								
43	75	564.4	PH...GENTRY.....	f 2.28	3.40	7.18	8.45	.....	.....	.....	.....
			7.0								
Yard	W 58 E 55	557.4	PH...SILOAM.....	s 2.18	s 3.30	7.03	8.30	.....	.....	.....	.....
			6.6								
W C T O Yard	90	550.8	PH....WATTS.....	Lv 2.05AM	Lv 3.20PM	Lv 6.45AM	Lv 8.10PM	.....	.....	.....	.....
			106.6	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily		
			Time on District	3.29	2.53	3.45	4.50	0.55	0.50		

No. 77 is superior to No. 42 and No. 88
No. 91 is superior to No. 92
No. 177 is superior to No. 188

SOUTH BOUND — NORTH BOUND

BAXTER SPRINGS BRANCH—20.4 MILES

THIRD CLASS 177 Freight Depart Daily	Distance From KansasCity	STATIONS	Capacity of Sidings	Office Call	THIRD CLASS 188 Freight Arrive Daily
Lv 5.00AM	139.1	PH..K. O. G. JCT....	11	.....	Ar 2.30PM
		3.2			
5.15	L 142.3	.....CARTER.....	56	.....	2.16
		2.0			
5.25	L 144.3	.....LAWTON.....	10	.....	2.10
		4.0			
5.45	L 148.3	....CRESTLINE....	55	.....	1.55
		0.3			
.....	L 148.6	St. L. & S. F. R. R. Cross.	Gated	.....	.....
		4.2			
.....	L 152.8	.M.-K.-T. R. R. Cross.	Gated	.....	.....
		6.0			
.....	L 158.8	St. L. & S. F. R. R. Cross.	Interlocked	.....	.....
		0.7			
Ar 6.30AM	L 159.5	.BAXTER SPRINGS.	195	X	Lv 1.15PM
Arrive Daily		20.4			Depart Daily

THIRD DISTRICT—Watts to Heavener

SOUTH BOUND

SECOND CLASS		FIRST CLASS		TIME TABLE No. 37 Effective OCTOBER 28, 1945	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15 The Flying Crow				Week Days.	Sundays and Holidays.
Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
Lv 8.30PM	Lv 6.30AM	Lv 2.35PM	Lv 4.05AM	PH....WATTS.....	235.9	WS	Continuous	Continuous
				8.4				
8.50	6.47	2.46	f 4.19	PH..WESTVILLE....	244.3	VI	7A-4P	7A-4P
				5.6				
9.00	6.57	2.55	4.28	PH....BARON.....	249.9	.....	.....	.....
				8.3				
9.18	7.11	3.07	f 4.43	PH..STILWELL.....	258.2	Z	8A-4P 9P-5A	8A-4P 9P-5A
				7.5				
9.33	7.24	3.17	4.57	PH... LYONS.....	265.7	.....	.....	.....
				5.9				
9.45	7.33	3.25	5.07	PH....BUNCH.....	271.6	BN	7.15A-4.15P	None
				6.0				
9.57	7.43	3.32	5.16	PH...WINDSOR.....	277.6	.....	.....	.....
				3.5				
10.05	7.50	3.37	5.21	PH..MARBLE CITY..	281.1	MR	9A-6P	None
				5.4				
10.15	7.59	3.44	5.28	PH . BRUSHY.....	286.5	.....	.....	.....
				4.0				
.....	.....	.....	.....	..Mo. Pac. Crossing..	290.5	AW	Continuous	Continuous
				0.7				
10.26	8.08	s 3.51	s 5.37	PH..SALLISAW.....	291.2	CK	8A-5P	8A-5P
				8.2				
10.42	8.23	4.00	5.48	PH....GANS.....	299.4	.....	.....	.....
				7.0				
10.55	8.33	4.09	5.58	PH...REDLAND.....	306.4	.....	.....	.....
				5.3				
11.15	8.43	s 4.17	s 6.10	PH.....SPIRO.....	311.7	DG	Continous	Continous
				4.0				
.....	.....	4.22	6.15	PH.COAL CREEK....	315.7	.....	.....	.....
				1.6				
11.30	8.52	4.24	6.17	PH...PANAMA.....	317.3	JA	8A-5P	8A-5P
				Mid. Valley Crossing				
				2.5				
11.39	8.57	4.27	6.20	PH.SHADY POINT...	319.8	.....	.....	.....
				5.7				
.....	.....	.....	.....	.St. L. & S. F. Crossing.	325.5	.....	.....	.....
				0.8				
11.58PM	9.09	s 4.35	s 6.32	PH...POTEAU.....	326.3	AU	8A-5P	8A-5P
				6.7				
12.20AM	9.20	s 4.45	s 6.50	.C. R. I. & P. Crossing. PH....HOWE.....	333.0	BX	Continuous	Continuous
				5.0				
Ar 12.40AM	Ar 9.30AM	Ar 4.52PM	Ar 7.00AM	PH..HEAVENER.....	338.0	HV	Continuous	Continuous
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	102.1				
4.10	3.00	2.17	2.55	Time on District				

No. 77 is superior to No. 42 and No. 88

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity
St. Clair Lime Co.	291	24
Mo. Pac. Conn.	291	30
Quality Coal Co.	322	10

Water Tanks Between Stations.

0.7 mi. south of Bunch.

THIRD DISTRICT—Heavener to Watts

NORTH BOUND

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 37 Effective OCTOBER 28, 1945 STATIONS	FIRST CLASS 16 The Flying Crow Arrive Daily	FIRST CLASS 2 Southern Belle Arrive Daily	SECOND CLASS 42 Manifest Freight Arrive Daily	SECOND CLASS 88 Manifest Freight Arrive Daily
O W C T Yard	75	550.8	PH....WATTS.....	Ar 1.55AM	Ar 3.15PM	Ar 6.30AM	Ar 7.50PM
		8.4					
60	89	542.4	PH. WESTVILLE....	f 1.40	3.03	6.10	7.25
		5.6					
23	79	536.8	PH....BARON.....	1.30	2.55	5.50	7.08
		8.3					
W Yard	75	528.5	PH...STILWELL.....	f 1.18	2.44	5.38	6.52
		7.5					
8	109	521.0	PH....LYONS.....	1.05	2.34	5.21	6.30
		5.9					
31	67	515.1	PH ....BUNCH.....	12.55	2.27	5.07	6.15
		6.0					
....	79	509.1	PH..WINDSOR.....	12.46	2.20	4.48	6.04
		3.5					
26	83	505.6	PH.MARBLE CITY..	12.40	2.15	4.42	5.56
		5.4					
.....	79	500.2	PH...BRUSHY.....	12.33	2.08	4.31	5.45
		4.0					
Interlocked Connection	.....	496.2	..Mo. Pac. Crossing..	.....	.....	.....	.....
		0.7					
YOW 84	127	495.5	PH..SALLISAW.....	s 12.26	s 2.02	4.22	5.35
		8.2					
9	79	487.3	PH....GANS.....	12.14	1.50	4.08	5.17
		7.0					
24	79	480.3	PH..REDLAND.....	12.04AM	1.42	3.53	5.02
		5.3					
Yard Y W S	78	475.0	PH....SPIRO.....	s 11.55PM	s 1.35	3.43	4.50
		4.0					
Connection	.....	471.0	PH.COAL CREEK....	11.44	1.26	.....	.....
		1.6					
Y 96 Connection Gated	N 54 S 82	469.4	PH...PANAMA..... Mid. Valley Crossing	11.42	1.24	3.31	4.35
		2.5					
.....	81	466.9	PH SHADY POINT...	11.39	1.21	3.27	4.27
		5.7					
Interlocked	.....	461.2	.St. L. & S. F. Crossing.	.....	.....	.....	.....
W Y Yard Connection	E 62 W 54	0 8 460.4	PH....POTEAU.....	s 11.30	s 1.13	3.15	4.10
		6.7	C. R. I. & P. Crossing				
Interlocked—Connection Yard	79	453.7	PH....HOWE.....	s 11.20	f 1.03	3.02	4.00
Yard Y		5.0					
C O W S T	.....	448.7	PH..HEAVENER....	Lv 11.10PM	Lv 12.55PM	Lv 2.50AM	Lv 3.50PM
			102.1	Depart Daily	Depart Daily	Depart Daily	Depart Daily
			Time on District	2.45	2.20	3.40	4.00

No. 77 is superior to No. 42 and No. 88

Location of Mail Cranes.

	Mile No.
Westville	244.4
Stilwell	258.4
Bunch	271.7
Marble City	281.2
Gans	299.6
Panama	317.4
Shady Point	320.0
Poteau	326.4
Howe	333.1

FOURTH DISTRICT—Heavener to De Queen

Sidings and Spurs Between Stations.

	Mile No.	Car Capac.
Stapp.	349	11
Three States Lumber Co. ...	281	18
Rebold Spur.....	397	20
Dickey Clay Spur.	425	26

	SOUTH BOUND								
	SECOND CLASS		FIRST CLASS		TIME TABLE No. 37			Hours of Telegraph Service.	
	77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15 The Flying Crow	Effective OCTOBER 28, 1945	Distance from Kansas City.	Office Calls.	Week Days.	Sundays and Holidays.
	Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
....	Lv 9.45AM	Lv 1.00AM	Lv 4.55PM	Lv 7.10AM	PH..HEAVENER.....	338.0	HV	Continuous	Continuous
....	9.52	1.10	5.01	7.17	4.0 PH..HODGENS.....	342.0	.....	....	....
....	10.04	1.25	5.09	7.26	5.9 PH.....ZOE........	347.9	.....	....	....
....	10.22	1.47	5.18	7.37	6.8 PH ....PAGE.......	354.7	P	6.30A-2.30P 9P-5A	6.30A-2.30P 9P-5A
....	10.37	2.05	5.26	7.47	6.6 PH...HOWARD.....	361.3	.....	....	....
....	10.50	2.25	5.34	7.57	5.9 PH.RICH MOUNTAIN	367.2	.....	....	....
....	11.02	2.43	5.43	8.07	7.5 PH....ACORN.......	374.7	.....	....	....
....	11.10	2.55	s 5.55	s 8.20	5.1 PH....MENA.......	379.8	NA	Continuous	Continuous
....	11.20	3.11	6.04	8.29	6.6 PH...POTTER......	386.4	.....	....	....
....	11.34	3.23	6.12	f 8.37	5.8 PH... HATFIELD	392.2	HD	8A-5P	None
....	11.43	3.35	6.18	f 8.44	4.6 ....COVE.......	396.8	FO	7A-4P	None
....	11.51AM	3.46	6.25	f 8.51	5.0 ..VANDERVOORT..	401.8	JS	8A-4P 9P-5A	8A-4P 9P-5A
....	....	....	6.28	8.54	2.0 PH...HATTON......	403.8	.....	....	....
....	12.03PM	4.03	6.35	f 9.01	5.0 PH...WICKES......	408.8	KD	7.45A-4.45P	None
....	12.11	4.14	6.41	9.08	4.6 PH ..GRANNIS.....	413.4	.....	....	....
....	--------	--------	6.48	9.16	5.6 .....MINERAL.....	419.0	.....	....	....
....	12.24	4.31	6.51	f 9.19	2.2 PH..GILLHAM.....	421.2	G	8A-5P	8A-5P
....	12.29	4.40	6.57	9.24	3.5 PH....KINGS.......	424.7	.....	....	....
....	Ar 12.45PM	Ar 5.00AM	7.07	9.37	8.2 ....DE QUEEN YD..	432.9	.....	....	....
....	....	....	Ar 7.10PM	Ar 9.40AM	0.4 PH..De Queen Pass. Depot..	433.3	YD	Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	95.3				
	3.00	4.00	2.15	2.30	Time on District				

No. 77 is superior to No. 42 and No. 88

FOURTH DISTRICT—De Queen to Heavener

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 37 Effective OCTOBER 28, 1945 STATIONS	NORTH BOUND FIRST CLASS 2 Southern Belle Arrive Daily		FIRST CLASS 16 The Flying Crow Arrive Daily		SECOND CLASS 88 Manifest Freight Arrive Daily	SECOND CLASS 42 Manifest Freight Arrive Daily	
Yard Y										
C O W S T	63	448.7	PH..HEAVENER.....	Ar	12.50PM	Ar	11.00PM	Ar 3.20PM	Ar 2.30AM	.....
			4.0							
15	77	444.7	PH...HODGENS.....		12.44		10.54	3.08	2.20	.....
			5.9							
.....	76	438.8	PH.....ZOE.....		12.37		10.47	2.53	2.05	.....
			6.8							
W 18	75	432.0	PH....PAGE.....		12.28		10.37	2.34	1.47	.....
			6.6							
10	77	425.4	PH...HOWARD.....		12.20		10.28	2.17	1.30	.....
			5.9							
Y 28	75	419.5	PH RICH MOUNTAIN		12.12		10.20	2.01	1.20	.....
			7.5							
3	75	412.0	PH....ACORN.....		12.02PM		10.07	1.40	1.01	.....
			5.1							
WO 252	130	406.9	PH....MENA.....	s	11.55AM	s	10.00	1.30	12.53	.....
			6.6							
10	70	400.3	PH...POTTER.....		11.41		9.45	1.15	12.39	.....
			5.8							
31	66	394.5	PH ..HATFIELD		11.34	f	9.38	1.03	12.27	.....
			4.6							
15	17	389.9	.....COVE.....		11.28	f	9.32	12.53	12.16	.....
			5.0							
W 40	64	384.9	..VANDERVOORT..		11.22	f	9.26	12.42	12.05AM	.....
			2.0							
30	.....	382.9	PH...HATTON.....		11.20		9.23	.....	.....	.....
			5.0							
23	76	377.9	PH...WICKES.....		11.14	f	9.17	12.20	11.50PM	.....
			4.6							
20	36	373.3	PH..GRANNIS.....		11.08		9.10	12.11PM	11.39	.....
			5.6							
.....	.....	367.7	.....MINERAL.....		11.01		9.03	.....	.....	.....
			2.2							
W 27	76	365.5	PH..GILLHAM.....		10.59	f	9.00	11.50AM	11.20	.....
			3.5							
.....	76	362.0	PH....KINGS.....		10.54		8.54	11.40	11.10	.....
			8.2							
Y W T O Yard	.....	353.8	...DE QUEEN YD...		10.43		8.43	Lv 11.20AM	Lv 10.50PM	.....
			0.4							
.....	.....	353.4	PH..De Queen Pass. Depot..	Lv	10.40AM	Lv	8.40PM	.....	.....	.....
			95.3		Depart Daily		Depart Daily	Depart Daily	Depart Daily	
			Time on District		2.10		2.20	4.00	3.40	

Location of Mail Cranes.

	Mile No.
Hodgens	342.1
Zoe	348.0
Page	354.8
Potter	386.6
Hatfield	392.3
Cove	397.0
Vandervoort	401.9
Hatton	403.9
Grannis	413.5
Mineral	419.1
Gillham	421.4
Kings	424.9

Water Tanks Between Stations.

	Mile
Black Fork	347

No. 77 is superior to No. 42 and No. 88

THE ARKANSAS WESTERN RAILWAY COMPANY

SIDINGS AND SPURS

BETWEEN STATIONS

	Mile No.	Car Capacity
Sugar Creek.	9	4
Paris Purity Mine Spur...	9	45
Jackson Squire Mine Tracks	13	100
Oronogo Mutual Mine Tracks.	14	60
Southwest Creosoting Spur	34	5
Long-Bell Spur.	41	2

See opposite page for Special Rules

SOUTH BOUND SECOND CLASS 3 Mixed	TIME TABLE No. 37 Effective OCTOBER 28, 1945	Distance from Heavener.	Hours of Telegraph Service.
Depart Mon. Wed. and Fri.	STATIONS		
Lv 5.30AM	PH...HEAVENER....	0	Continuous
	10.0		
6.10	.....COALDALE.....	10.0	.....
	3.5		
6.25	.....BATES.....	13.5	.....
	5.6		
6.45	.....CAUTHRON....	19.1	.....
	2.2		
6.55	.....OLIVER.....	21.3	.....
	4.6		
7.10	.....HON.....	25.9	.....
	6.0		
8.15	PH..WALDRON.....	31.9	.....
	8.9		
8.55	PHCALLAHAN SPUR	40.8	.....
	3.4		
9.05	PHHAZEL CREEK...	44.2	.....
	1.6		
9.20	PH....PARKS.....	45.8	.....
	7.4		
9.50	...CEDAR CREEK...	53.2	.....
	2.7		
Ar 10.05AM	PH..FORESTER.....	55.9	.....
Arrive Mon. Wed. and Fri	55.9		
4.35	Time on Road		

THE ARKANSAS WESTERN RAILWAY COMPANY

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Trucks.	Distance from Forester	TIME TABLE No. 37 Effective OCTOBER 28, 1945 STATIONS	NORTH BOUND SECOND CLASS 4 Mixed Arrive Tues. Thurs. Sat.
YW 14	9	55.9	PH...HEAVENER....	Ar 3.30PM
		10.0		
.....	12	45.9	.....COALDALE.....	3.00
		3.5		
.....	9	42.4	.....BATES.....	2.45
		5.6		
.....	9	36.8	.....CAUTHRON....	2.25
		2.2		
4	.....	34.6	.....OLIVER.....	2.15
		4.6		
.....	6	30.0	.....HON.....	2.00
		6.0		
Y 43	24	24.0	PH..WALDRON.....	1.45
		8.9		
6	.....	15.1	PH CALLAHAN SPUR	12.40
		3.4		
.....	.....	11.7	PH.HAZEL CREEK..	12.25
		1.6		
10	.....	10.1	PH....PARKS.....	12.15PM
		7.4		
.....	.....	2.7	...CEDAR CREEK...	11.45AM
		2.7		
YW 63	.....	0	PH..FORESTER.....	Lv 11.30AM
			55.9	Depart Tues. Thurs. Sat
			Time on Road	4.00

SPECIAL RULES

1. The superior direction of trains is south.

2. Trains will stop at Bryan to receive and discharge traffic.

3. Central time is the standard for this railway. There is a standard clock in the telegraph office at Heavener.
Train Registers are located at Heavener and Forester.

4. Trains must approach all stations under full control, and reduce speed while passing all switches and sidings at which they do not stop.

5. The General Rules of the Kansas City Southern Railway Company will govern the running of trains on this railway.

6. Passenger trains must not exceed Schedule Time. Freight and mixed trains must not exceed 20 miles per hour between Heavener and Waldron and 15 miles per hour between Waldron and Forester.

7. Arkansas Western trains will keep clear of the time of Kansas City Southern first class trains at Heavener.

8. Trains handling the steam wrecking crane or the steam pile driver must not exceed a speed of ten (10) miles per hour anywhere on the Arkansas Western Railway.

9. Locomotives heavier than Class E-3 will not be operated on the Arkansas Western Railway.

10. Telephone located on Ross Mountain Mile Post 37.7.

CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power, in Pounds	Weight on Drivers, in Pounds	Weight of Loco. and Tender, Empty, in Lbs.	Weight of Loco. and Tender, Loaded, in Lbs.
C-2	85	28,158	121,650	176,733	252,000
D-7	600, 601, 602, 605, 606	26,389	135,000	220,397	311,900
E-3	475, 483, 514, 516	47,124	194,560	246,460	345,560
E-3	477, 498	47,124	195,660	253,560	350,660
E-3	519, 521, 529	47,124	195,660	284,080	403,680
E-3	478, 484, 492, 493, 499, 528	47,124	194,560	251,460	348,560
E-3	481, 485, 489, 522	47,124	195,660	264,380	387,980
E-3	486, 520, 523, 525	47,124	195,660	248,560	347,660
E-3	510	47,124	194,560	281,980	401,580
E-3	497, 527	47,124	194,560	262,280	385,880
E-3	480, 495, 513, 531	47,124	195,660	270,380	389,980
E-3	532	47,124	195,660	272,480	392,080
E-4	550, 553, 555, 558, 561, 562, 563	54,724	232,400	318,900	446,000
E-4	551, 552, 564	54,724	232,400	307,100	431,400
E-4	554, 557	54,754	232,400	321,000	462,400
E-4	556	55,948	224,000	298,700	423,000
G	701, 706, 711	S. 96,555 C. 80,463	352,000	387,100	526,000
G-1	750, 751, 754 to 756	S. 147,220 C. 122,683	466,000	527,900	694,000
G-2	760, 761, 763, 765	S. 147,220 C. 122,683	476,400	546,300	718,728
G-2S	752, 757, 758, 759, 762, 764, 766	120,000	476,000	610,000	830,000
H	801, 802, 803, 804, 805, 807	41,126	159,500	315,000	445,400
H-1	808, 809, 810	41,126	166,500	313,800	453,600
J	900 to 904	93,300	350,000	592,050	857,000
J	905 to 909	93,300	350,000	591,740	868,690
L	200 to 205	75,000	316,800	442,600	592,000
L-1	220 to 223	68,375	274,800	399,700	546,200
Diesel	21 to 25	50,000	199,000	.....	299,000

Cooper's Rating of K. C. S. Locomotives

D-7	E-41
E-3	E-48
E-4 63" drivers	E-54
E-4 57" drivers	E-51
G	E-58
G-1	E-63
G-2	E-64
G-2-S	E-66
G-2-S 758	E-66
H	E-45
H-1	E-47
J	E-70
L	E-63
L-1	E-58
Diesel passenger 21-25	E-40
Diesel switch	E-39
Diesel road-switch	E-39

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	2	61	51
" " "	13	61	53
" " "	15	61	52
" " "	19 to 23	61	54
" " "	32	54	52
" " "	35	60	55
" " "	37, 38, 39	60	55
Mail-Baggage-Express	40, 41	61	57
" " "	60 to 63	71	71
" " "	64 to 66	85	48
Coach and Baggage	159	51	43
Coaches, Partitioned	176 to 179	60	54
" "	212 to 214	60	53
Coaches, Partitioned, Air-Conditioned	224	60	63
" "	230 to 233	75	56
" "	234 to 238	85	51
Coach-Diners, Air-Conditioned	50 to 53	80	91
Diner-Lounge-Observation, A. C.	54 to 56	85	53
Chair Cars	220 to 223	60	58
" "	225 to 227	60	58
Official	97	70	80
"	99	67	89
"	Kay See	76	96

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	14
Mail-Baggage-Express	9
Coach and Baggage	1
Coaches, Partitioned	7
Coaches, Partitioned, Air-Conditioned	10
Coach-Diners " "	4
Diner-Lounge-Observation, Air-Conditioned	3
Chair Cars	7
Official Cars	3
Total	58

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1	5 x 9	136,000	107,500	28,500
2	5 x 9	136,000	102,000	34,000
13	5 x 9	136,000	105,500	30,500
15	5 x 9	136,000	103,600	32,400
17	5 x 9	136,000	108,700	27,300
19	5 x 9	136,000	108,700	27,300
20	5 x 9	136,000	108,700	27,300
21	5 x 9	136,000	108,700	27,300
22	5½ x 10	169,000	109,000	60,000
23	5½ x 10	169,000	109,000	60,000
32	5 x 9	136,000	103,300	32,700
35	5 x 9	136,000	110,000	26,000
37	5 x 9	136,000	110,000	26,000
38	5 x 9	136,000	110,000	26,000
39	5 x 9	136,000	115,000	21,000

TONNAGE RATING, NORTHERN DIVISION

TRICT DIS-	Direc- tion	FROM STATION	TO STATION	Adjustment Per Car in Tons	Class E-3		Class E-4		Class G		Class G-1		Class G-2		Class H and H-1		Diesels		Class J		Class L	
					A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
FIRST	South	Kansas City...	Pittsburg.....	10	2800	2550	3400	3050	4600	4100	6000	5400	6100	5500	2300	2050	2300	2050	5500	5000	4500	4050
	North	Pittsburg.....	Grandview....	10	3000	2700	3800	3400	4600	4100	6000	5400	6100	5500	2300	2050	2300	2050	5800	5200	5000	4500
		Grandview.....	Kansas City...	10	3200	3000	3800	3400	5300	4800	6500	6000	6600	6100	2750	2450	2750	2450	6100	5500	5300	4800
SECOND	South	Pittsburg.....	Joplin.....	10	3000	2700	3550	3200	5300	4800	6000	5400	6100	5500	2300	2050	2300	2050	5800	5200	4600	4200
		Joplin.....	Neosho.....	5	1600	1450	1900	1700	2650	2400	3500	3200	4000	3600	1400	1250	1400	1250	3600	3300	2400	2200
		Neosho.....	Watts.....	2	950	850	1250	1150	1700	1550	2600	2500	2750	2650	800	700	800	700	1800	1600	1600	1450
	North	Watts.....	Goodman.....	3	1000	900	1350	1250	1800	1600	2750	2700	2950	2750	850	750	850	750	1950	1750	1750	1600
		Goodman.....	Pittsburg.....	10	3000	2700	3350	3000	5300	4800	6000	5400	6100	5500	2300	2050	2300	2050	5800	5200	4400	4000
THIRD	South	Watts.....	Blanck.....	5	1700	1550	2100	1900	3000	2700	4500	4000	4600	4000	1400	1250	1400	1250	3150	2800	2750	2500
		Blanck.....	Heavener.....	10	3100	2800	3450	3100	5500	5000	7000	6300	7100	6400	2300	2050	2300	2050	5800	5200	4500	4050
	North	Heavener.....	Lyons.....	10	3000	2700	3350	3000	5500	5000	7000	6300	7100	6400	2300	2050	2300	2050	5800	5200	4350	3900
		Lyons.....	Watts.....	5	1700	1550	2100	1900	3000	2700	4500	4000	4600	4000	1400	1250	1400	1250	3150	2800	2750	2500
FOURTH	South	Heavener.....	Rich Mountain.	3	1100	1000	1400	1250	1950	1750	3070	2850	3170	2950	860	760	860	760	2200	2000	1800	1600
		Rich Mountain.	DeQueen.....	4	1200	1080	1650	1500	2300	2050	3590	3320	3690	3420	990	890	990	890	2800	2500	2100	1900
	North	DeQueen.....	Rich Mountain.	4	1200	1050	1550	1400	2200	2000	3370	3120	3470	3220	940	840	940	840	2450	2200	2000	1800
		Rich Mountain.	Heavener.....	10	2900	2800	3350	3000	5300	4800	9290	8450	9390	8550	2750	2450	2750	2450	5800	5200	4400	4000

Note: Rating of G-2-S Engines over all districts will be 350 tons less than for G-2 class engines.
Rating of L-1 Engines over all districts will be 90 per cent of rating of L class engines.

Note—(a) The foregoing adjusted tonnage ratings are for single locomotives between points named.
(b) In making up trains, add the adjustment figure to the total weight of each car (whether loaded or empty) and take enough adjusted tons to make up the designated rating.
(c) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
(d) When a helping locomotive is used on a train as double header, or as a pusher, use the combined ratings for the locomotives used.
(e) "A" rating to be used when conditions are favorable—weather clear, and mild, with but little wind.
"B" rating to be used when weather below 30 degrees above zero, high winds, or otherwise unfavorable.
For manifest trains, use "B" rating during favorable weather, and reduce 5 per cent during unfavorable weather.
(f) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable, the Superintendent of Machinery to be the judge.
(g) Single Diesel passenger locomotives are limited to eight passenger cars on Second and Fourth Districts.

OFFICIAL WATCH INSPECTORS

National Railway Time Service Co., General Time Inspector,
718 Sterick Building, Memphis, Tenn.
J. H. MACE CO., System Time Inspector, Kansas City, Mo.
E. R. GAMMON, Traveling Inspector, Kansas City, Mo.

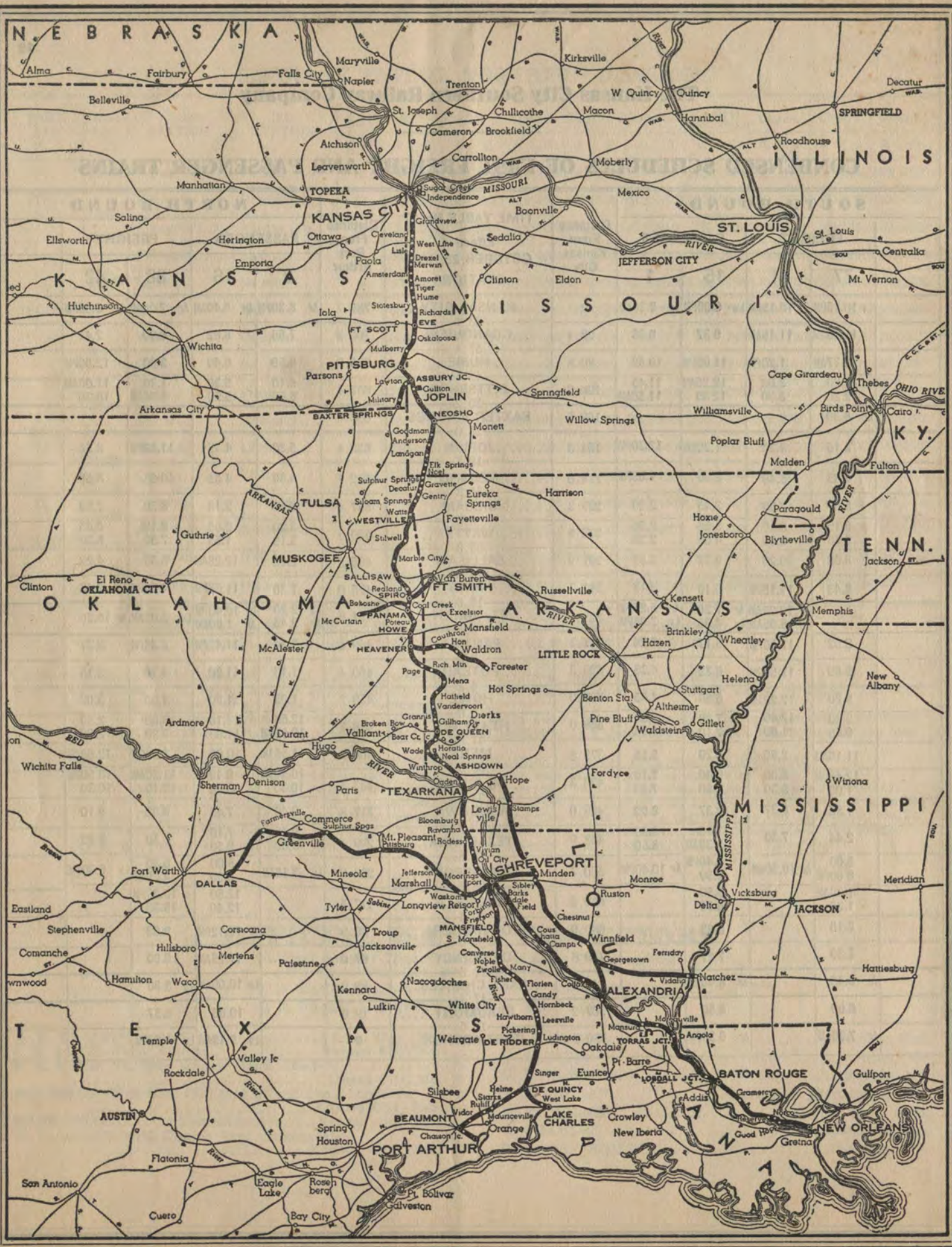
K. E. KLEINMAN, 1100 Grand Ave.....Kansas City, Mo.
J. H. MACE, Union Station.....Kansas City, Mo.
J. H. MACE CO., 7001 Winner Road, Sheffield.....
.....Kansas City, Mo.
REYNOLDS JEWELRY CO., 3010 Strong Ave., Argentine
.....Kansas City, Kas.
MACE-JONES CO., 726 Minnesota Ave.....Kansas City, Kas.
W. L. FOOTE, 1115 Kansas Ave., Armourdale.....
.....Kansas City, Kas.

AL. WILLIAMS.....Pittsburg, Kas.
L. S. McKEE.....Joplin, Mo.
G. N. GLENISTER.....Neosho, Mo.
A. R. KENNAN.....Fort Smith, Ark.
M. C. HOLMAN.....Spiro, Okla.
M. CHAMLEE.....Heavener, Okla.
RALPH S. THOMAS.....DeQueen, Ark.

The Kansas City Southern Railway Company

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH BOUND				Distance From Kansas City	TIME TABLE No. 37 Effective OCTOBER 28, 1945 STATIONS	Distance From Port Arthur	NORTH BOUND			
FREIGHT		PASSENGER					PASSENGER		FREIGHT	
77	41	15	1				2	16	88	42
Lv 10.15PM	Lv 10.15AM	Lv 9.00PM	Lv 9.30AM	0	.....KANSAS CITY.....	786.7	Ar 8.30PM	Ar 8.40AM	Ar 7.00AM	Ar 3.30PM
					23.4					
11.05PM	11.15AM	9.37	9.58	23.4	.....GRANDVIEW.....	763.3	7.55	8.02	6.00	2.41
					57.4					
12.37AM	1.20PM	11.05PM	10.52	80.8	.....HUME.....	705.9	6.59	6.40	3.30	12.50PM
					48.5					
2.00	3.00	12.25AM	11.45	129.3	.....PITTSBURG.....	657.4	6.10	5.30	1.30	11.00AM
2.20	3.30	12.35	11.50AM				6.00	5.20	1.00AM	10.30
					30.2					
Ar 6.30				159.5	...BAXTER SPRINGS...	668.0				
					25.0					
3.15	4.33	1.20PM	12.30PM	154.3	.....JOPLIN.....	632.4	5.30	4.45	11.59PM	9.35
					19.7					
4.05	5.40	2.05	1.05PM	174.0	.....NEOSHO.....	612.7	4.55	4.05	10.55	8.55
					55.3					
5.57	7.55	3.45	2.20	229.3	.....SILOAM.....	557.4	3.30	2.18	8.30	7.03
					6.6					
6.15	8.10	3.55	2.30	235.9	.....WATTS.....	550.8	3.20	2.05	8.10	6.45
6.30	8.30	4.05	2.35				3.15	1.55	7.50	6.30
					55.3					
8.08	10.26	5.37	3.51	291.2	.....SALLISAW.....	495.5	2.02	12.26AM	5.35	4.22
					20.5					
8.43	11.15PM	6.10	4.17	311.7	.....SPIRO.....	475.0	1.35	11.55PM	4.50PM	3.43
					16.6					
	Ar 10.20AM	Ar 7.20	Ar 5.25PM	328.1	.....FT. SMITH.....	491.6	Lv 12 20	Lv 10.40PM	Lv 8.05AM	Ar 10.20
	Lv 8.05AM	Lv 4.55	Lv 3.05PM				Ar 2.45	Ar 1.00AM		
					5.6					
8.52	11.30PM	6.17	4.24	317.3	.....PANAMA.....	469.4	1.24	11.42PM	4.35PM	3.31
					9.0					
9.09	11.58PM	6.32	4.35	326.3	.....POTEAU.....	460.4	1.13	11.30	4.10	3.15
					6.7					
9.20	12.20AM	6.50	4.45	333.0	.....HOWE.....	453.7	1.03	11.20	4.00	3.02
					5.0					
9.30	12.40	7.00	4.52	338.0	.....HEAVENER.....	448.7	12.55	11.10	3.50	2.50
9.45	1.00	7.10	4.55				12.50PM	11.00	3.20	2.30
					41.8					
11.10AM	2.55	8.20	5.55	379.8	.....MENA.....	406.9	11.55AM	10.00	1.30PM	12.53AM
					53.5					
12.45PM	5.00	9.40	7.10	433.3	.....DE QUEEN.....	353.4	10.40AM	8.40	11.20AM	10.50PM
1.00	5.30	9.50	7.20				10.30	8.30	10.15	10.30
					34.6					
1.55	6.37	10.37	8.02	469.0	.....ASHDOWN.....	317.8	9.46	7.45	9.02	9.10
					19.9					
2.45	7.30	11.10	8.35	488.9	.....TEXARKANA.....	299.1	9.15	7.10	8.30	8.28
		11.35AM	8.50				9.00	6.50		
					71.8					
5.00		1.40PM		560.7	.....SHREVEPORT.....	228.9		5.00	5.30	
8.00PM	Ar 10.30AM	2.30	Ar 10.40PM				Lv 7.15AM	4.00	4.00AM	Lv 5.30PM
					108.6					
1.00AM		5.50		669.3	.....LEESVILLE.....	117.5		12.50	10.20PM	
1.30		6.00						12.40	10.00	
					20.6					
2.18		6.33		689.9	.....DE RIDDER.....	96.9		12.12PM	9.08	
					29.9					
3.30		7.27		719 8	.....DE QUINCY.....	67.0		11.25AM	8.00	
					22.6					
Ar 6.45		Ar 8.40PM		742.1	....LAKE CHARLES....	89.6		Lv 10.00AM	Lv 5.30	
					47.4					
6.00		8.50		767.2	.....BEAUMONT.....	19.6		10.05	5.37	
					19.6					
Ar 7.30AM		Ar 9.30PM		786.7	.....PORT ARTHUR.....	0		Lv 9.15AM	Lv 4.00PM	


NEBRASKA
KANSAS
MISSOURI
ILLINOIS
KY.
TENN.
OKLAHOMA
ARKANSAS
MISSISSIPPI
TEXAS
LOUISIANA
Alma
Fairbury
Falls City
Maryville
Napier
Belleville
St. Joseph
Trenton
Kirksville
W Quincy
Quincy
Decatur
SPRINGFIELD
Hannibal
Macon
Chillicothe
Cameron
Brookfield
Atchison
Leavenworth
Carrollton
Moberly
Roodhouse
Manhattan
TOPEKA
Sugar Creek
Independence
MISSOURI
Mexico
Boonville
KANSAS CITY
Grandview
Salina
Ellsworth
Herington
Ottawa
Cleveland
West Line
Sedalia
ST. LOUIS
E. St. Louis
Centralia
Emporia
Paola
Drexel
Merwin
JEFFERSON CITY
Mt. Vernon
Amsterdam
Amoret
Tiger
Hume
Clinton
Eldon
Hutchinson
Iola
Stotesbury
Richards
EVE
FT SCOTT
Oskaloosa
Wichita
Mulberry
PITTSBURG
Parsons
Lawton
ASBURY JC.
Gullion
JOPLIN
Military
Springfield
Cape Girardeau
Thebes
OHIO RIVER
Arkansas City
BAXTER SPRINGS
NEOSHO
Monett
Willow Springs
Williamsville
Birds Point
Cairo
Goodman
Anderson
Landgan
Poplar Bluff
Elk Springs
Noel
Malden
Fulton
Sulphur Springs
Decatur
Gravette
Gentry
Eureka Springs
Harrison
ARKANSAS
TULSA
Siloam Springs
Watts
WESTVILLE
Fayetteville
Paragould
Hoxie
Jonesboro
Blytheville
Guthrie
Stilwell
MUSKOGEE
Marble City
Jackson
Clinton
El Reno
OKLAHOMA CITY
SALLISAW
Van Buren
FT SMITH
Russellville
Kensett
Redland
SPIRO
Bokoshe
Coal Creek
Excelsior
Memphis
PANAMA
Poteau
Mansfield
Brinkley
Wheatley
McCurtain
HOWE
Hon
Hazen
McAlester
HEAVENER
Waldron
LITTLE ROCK
Forester
Rich Mtn
Page
Mena
Helena
New Albany
Hot Springs
Benton Sta
Stuttgart
Hatfield
Vandervoort
Altheimer
Ardmore
Broken Bow
Grannis
Gillham
Dierks
Pine Bluff
Gillett
Durant
Valliant
Bear Cr. Jc
DE QUEEN
Waldstein
Hugo
Wade
Horatio
Neal Springs
Wichita Falls
Winthrop
ASHDOWN
Fordyce
Sherman
Denison
Paris
Ogden
Hope
Winona
TEXARKANA
Lewisville
Stamps
Farmersville
Commerce
Sulphur Spgs
Bloomburg
Ravanna
Greenville
Mt. Pleasant
Pittsburg
Rodessa
Vivian
Oil City
SHREVEPORT
Minden
Fort Worth
DALLAS
Mineola
Jefferson
Marshall
Moorings
Monroe
Meridian
Sibley
Barks
Ruston
Vicksburg
Eastland
Tyler
Sabine
Longview
Reisor
Waskom
Forbing
Frierson
Delta
JACKSON
Stephenville
Corsicana
Troup
MANSFIELD
Chestnut
Cousshatta
Campti
Winnfield
Comanche
Hillsboro
Mertens
Jacksonville
S. Mansfield
Converse
Noble
Zwolle
Georgetown
Ferriday
Palestine
Many
Hamilton
Waco
Nacogdoches
Fisher
Florien
Colfax
Vidalia
Natchez
Hattiesburg
Kennard
Gandy
ALEXANDRIA
Lufkin
White City
Hornbeck
Hawthorn
Leesville
Morganville
Mansura
Angola
Temple
Weirgate
DE RIDDER
Pickering
Ludington
TORRAS JCT.
Oakdale
Valley Jc
Pt. Barre
Rockdale
Singer
Eunice
LOBDALL JCT.
BATON ROUGE
Gulfport
Silsbee
Helme
DE QUINCY
Starks
Ruliff
West Lake
Addis
Gramercy
AUSTIN
Vidor
Mauriceville
LAKE CHARLES
Crowley
Norco
BEAUMONT
Orange
New Iberia
Reserve
Spring
Houston
Chaison Jc.
Guad Hope
NEW ORLEANS
Gretna
PORT ARTHUR
Flatonia
San Antonio
Eagle Lake
Rosenberg
Pt. Bolivar
Galveston
Cuero
Bay City