

FIRST SUBDIVISION—	
Air Line Jct. to Pittsburg.....	124.0 Miles
SECOND SUBDIVISION—	
Pittsburg to Watts.....	106.6 "
K. O. G. Junction to Baxter Springs.....	20.4 "
THIRD SUBDIVISION—	
Watts to Heavener.....	102.1 "
FOURTH SUBDIVISION—	
Heavener to De Queen.....	95.3 "
<hr/>	
Kansas City Southern Mileage.....	448.4 Miles
Arkansas Western Mileage.....	31.9 Miles
F. S. & V. B. Branch.....	20.7 Miles

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

- J. L. DEVENEY, Trainmaster,
First and Second Subdivisions.....Pittsburg, Kans.
- JOE WEBB, Trainmaster,
Third and Fourth Subdivisions.....Heavener, Okla.
- H. S. McHENRY, Asst. Trainmaster,
Northern DivisionPittsburg, Kans.
- L. M. HOUGH, Chief Dispatcher,
First, Second and Third Subdivisions....Pittsburg, Kans.
- A. G. STUCKEY, Chief Dispatcher,
Fourth SubdivisionShreveport, La.
- J. E. HUTTO, Dispatcher.....Pittsburg, Kans.
- D. K. OWEN, " " " "
- P. J. NEAL, " " " "
- B. R. THOMPSON, " " " "
- D. E. JOHNSON, " " " "
- A. W. HALL, Traveling Engineer.....Shreveport, La.

KANSAS CITY SOUTHERN LINES

THE
KANSAS CITY SOUTHERN
RAILWAY COMPANY

TERMINAL
AND
NORTHERN DIVISIONS
AND
THE ARKANSAS WESTERN
RAILWAY COMPANY

TIME TABLE
NO. 45

EFFECTIVE AT 12:01 A. M.
SUNDAY, APRIL 10, 1960

FOR EMPLOYEES ONLY

R. J. BLAIR,
General Manager,
Kansas City, Mo.

R. R. SUTTER,
Superintendent Transportation,
Shreveport, La.

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

R. D. FRETWELL, Gen. Supt.,
Milw.-K. C. S. Joint Agency,
Kansas City, Mo.

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

F. W. NICHOLS, Supervisor, Room 204, Kansas City Southern Building, Kansas City, Mo.

Dr. Carl D. Enna	Chief Surgeon	Kansas City, Mo.	Dr. L. T. Taylor	Local Physician	Neosho, Mo.
" Joseph M. Masucci	Asst. Chief Surgeon	" " "	" T. E. Walkup	" " " "	" " "
" F. E. Wade	Local Physician (Eye)	" " "	" James R. Carter	" " " "	" " "
" C. J. Curts	Local Physician (Eye)	" " "	" H. R. Bridges	Dentist	Noel, Mo.
" A. N. Altringer	Ear, Nose and Throat	" " "	" J. J. Joyce	Local Physician	Gravette, Ark.
" J. S. Knight	" " " "	" " "	" W. Wilson	" " " "	" " "
" W. P. Bunting	" " " "	" " "	" B. L. Hall	" " " "	Decatur, "
" R. D. Williams	" " " "	" " "	" E. N. McCollum	" " " "	Gentry, Ark.
" R. A. Nelson	" " " "	" " "	" A. L. Peacock	" " " "	" " "
" Wm. A. Staggs	Urologist	" " "	" B. J. Puckett	Division Surgeon	Siloam Spgs., "
" J. P. Frick	Dermatologist	" " "	" H. M. Flickinger	Dentist	" " "
" Otho Duncan	Dentist	" " "	" J. R. Graves	" " " "	Westville, Okla.
" W. A. Bewley	" " " "	" " "	" R. D. Manning	Local Physician	" " "
" C. C. Sebert	" " " "	" " "	" Burdge F. Green	" " " "	Stilwell, "
" S. S. Hill	(c) Dentist	" " "	" J. D. McAnally	Dentist	Sallisaw, "
" L. M. Tillman	(c) Local Physician	" " "	" J. A. Morrow	Local Physician	" " "
" K. L. Shireman	Local Physician	" " "	" R. W. Minor	" " " "	Spiro, "
" C. W. Robinson	Dentist	" " "	" Chas. S. Burns	" " " "	Bokoshe, "
" C. E. Hassig	Ear, Nose and Throat	" " Kans.	" Marlin B. Hoge	Division Surgeon	Ft. Smith, Ark.
" Ray B. Riley	Local Physician	" " "	" A. F. Hoge	Local Physician	" " "
" C. W. Alexander	Local Physician (c)	" " "	" W. C. Eberle	" " " "	" " "
" F. J. Strick	Local Physician	" " "	" H. H. Smith	" " " "	" " "
" G. L. O'Connell	" " " "	Grandview, Mo.	" Thomas P. Foltz	" " " "	" " "
" Chas. F. Grabske	" " " "	Independence Mo.	" W. L. Shippey	" " " "	" " "
" V. E. Link	" " " "	" " "	" E. Z. Hornberger	" " " "	" " "
" K. A. Mangels	" " " "	" " "	" Chas. S. Lane	Eye, Ear, Nose & Throat	" " "
" Martin V. Robbins	" " " "	Cleveland, Mo.	" E. C. Moulton, Jr.	" " " "	" " "
" A. W. Sandidge	" " " "	Mulberry, Kans-Mo.	" L. M. Henry	" " " "	" " "
" D. J. Lyons	Division Surgeon	Pittsburg, Kans.	" Louise M. Henry	" " " "	" " "
" C. Mart Montee	Local Physician	" " "	" R. B. Lee	Dentist	" " "
" C. H. Fain	Local Physician, Eye, Ear, Nose, Throat	" " "	" C. C. Collier	" " " "	" " "
" J. C. Mays	Dentist	" " "	" R. W. Lowrey	Local Physician	Poteau, Okla.
" H. B. Allmon	" " " "	" " "	" C. S. Cunningham	" " " "	" " "
" R. R. Nevitt	Local Physician	Fort Scott, Kans.	" R. L. Winters	" " " "	" " "
" O. L. Alberty	" " " "	Carl Junct., Mo.	" W. K. Baker	Dentist	" " "
" H. L. Bogan	" " " "	Baxter Spgs., Ks.	" S. C. Dean	Local Physician	Howe, "
" V. Dale Alquist	" " " "	" " "	" E. N. Fair	Division Surgeon	Heavener, "
" R. R. Brookshire	Dentist	" " "	" Harold B. Wright	Local Physician	Waldron, Ark.
" G. A. Schulte	Division Surgeon	Joplin, Mo.	" Joe R. Luther	Dentist	" " "
" Lloyd H. McPike	Asst. Division Surgeon	" " "	" Pierre Redman	Local Physician	Mena, Ark.
" W. W. Hurst	Local Physician	" " "	" John P. Wood	" " " "	" " "
" Winfred L. Post	Eye, Ear, Nose & Throat	" " "	" J. L. Grace	Dentist	" " "
" L. N. Goff	Dentist	" " "	" G. W. Goforth	" " " "	" " "
" M. C. Bowman	Local Physician	Neosho, Mo.	" Frank A. Lee	Local Physician	Vandervoort, "
" Harold C. Lentz	" " " "	" " "	" G. L. Kimball	Division Surgeon	DeQueen, "
" F. F. Whitehead	" " " "	" " "	" LeRoy Callahan	Local Physician	" " "
			" Chas. N. Jones	Asst. Division Surgeon	" " "
			" Wayne G. Pullen	Local Physician	" " "
			" J. J. Greenhaw	" " " "	" " "

SPECIAL INSTRUCTIONS

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.

Kansas City Southern Lines Time Table, Rules and Instructions will govern while using Joplin Union Depot Company's tracks between Third Street and Main Street, Joplin.

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

No. 1 is superior to No. 16

No. 77 is superior to No. 42, and No. 82

Inferior class trains, extra trains and engines will clear

No. 1 and No. 2 at least ten (10) minutes. Rule 86 and S-89, addition.

Traveling Engineer has the authority of Trainmaster.

REGISTER STATIONS

Kansas City Union Station	Watts
West Wye Tower	Ft. Smith
North Yard	Heavener
Joplin Union Depot	DeQueen Psg. Depot
(Only for trains originating and terminating Joplin)	

KANSAS CITY: It is to be understood that when first class trains register at Kansas City Union Station such register covers arrival of such trains at Big Blue Junction and this register may be accepted by inferior trains or engines.

Foreign line trains coming onto or leaving KCS tracks at Pittsburg will secure train orders, clearance, and register at North Yard office, 23rd street.

All trains will secure clearance before departing North Yard. Second Subdivision freight trains cleared at North Yard will not be required to secure clearance at Pittsburg.

Second Subdivision trains will obtain clearance at Joplin Union Depot.

Conductors of first class trains and Passenger Extra trains will leave register ticket with operator at North Yard.

Conductors of first class trains will register by ticket at Watts.

When making out register check form 227, Conductors will also furnish copy to rear trainmen. Rules 83-A and 83-B, addition to.

First class trains will not carry signals on First and Second Subdivisions.

Conductors of first class trains and passenger extra trains will receive at Joplin northward, and North Yard southward, two sets of orders and clearance. Conductors will deliver one set to the engineer handling train out of Pittsburg, with any other orders or instructions in his possession affecting the movement of his train.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track between Kansas City and DeQueen except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:		
Maximum Speed MPH—Diesel Operation:		
Between Big Blue Jct. and MP-24.....	65	40
Except: MP-11 to MP-11.5.....	55	40
MP-16 to MP-17.....	55	30
Bridge B-23, MP-22.7 to Bridge C-23, MP-22.8.....	55	40
Between MP-24 and Pittsburg.....	78	40
Except: Around curves not protected by slow boards.....	70	40
Bridge A-43, MP-42.0.....	45	40
Bridge A-74, MP-73.2.....	45	40
When handling No. 77.....	.....	50

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between Pittsburg and McElhany.....	75	50
Except: Around curves not restricted by slow boards.....	65	50
Between McElhany and Watts.....	65	48
Except: Ten degree (10°) curve mile 197..	20	15
Bridge A-206, MP 205.2.....	40	40
Bridge A-234, MP 234.0.....	45	45
Between Watts and Heavener.....	58	48
Except: Bridge A-307, MP 306.8.....	40	40
Between Heavener and Mena.....	65	48
Between Mena and Grannis.....	60	40
Except: When handling No. 77.....	.....	48
Between Grannis and DeQueen.....	60	35
Except: When handling No. 77.....	.....	48

ALL POINTS: Trains and engines entering, moving through and leaving sidings and yard tracks will not exceed LOW SPEED.

Except where other restrictions require slower speed, Passenger trains will not exceed 50 mph, and Freight trains 35 mph while meeting or passing another train occupying a siding.

All trains will not exceed 40 MPH passing train order signal where train orders are to be delivered.

Engines in yard or road service, with or without cars, will not follow a preceding movement over a public crossing closer than five (5) minutes unless such crossing is protected by flagman or crossing gates.

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

Except for regular No. 77, the maximum speed of freight trains around curves restricted by slow boards are restricted to five (5) mph below that indicated on slow boards.

KANSAS CITY: Do not exceed 15 MPH approaching and over Fifteenth street crossing.

FULLER-MULBERRY: Approaching StLSF Ry. Crossing MP-119.3; passenger trains reduce to 50 mph and freight trains reduce to 40 mph at the approach signals to this crossing.

F.S.&V.B. BRANCH: Maximum speed between Coal Creek and end of line, 20 MPH.

POTEAU: Northward passenger trains reduce speed to 45 mph and northward freight trains to 25 mph at the northward approach signal MP-326.0.

BAXTER SPRINGS BRANCH: Not to exceed 25 mph at any point.

CRESTLINE: Do not exceed 10 MPH over Highway 96 crossing Mile 149L and flag all switch movements over this crossing.

EASTWOOD: Freight trains moving into Kansas City for passenger trains will stay at Eastwood unless they can make Big Blue Jct. at least thirty (30) minutes before these trains are due at Big Blue Jct.

GRANDVIEW: Train No. 1 will reduce to not exceed 30 mph daily in order to exchange heavy volume of U. S. Mail.

PITTSBURG: First class trains run at restricted speed between ATSF Ry. connection at Fourth Street overpass and North Yard, Yard Office.

JOPLIN: First class trains run at restricted speed on Joplin Union Depot Company's tracks, expecting to find foreign line trains and/or engines occupying JUD main tracks.

NEOSHO: Northward trains except first class and passenger extra trains, will stop at south yard limit board MP 174.7 and will not proceed until the train line has been fully recharged.

GRAVETTE: SPRING SWITCHES are located at each end of Gravette yard. The current of traffic for northward movements is on the East track, and southward movements on West track. Maximum speed of 30 mph, entire train through turnouts and over spring switches in either direction. Rule 104(a) and other rules applicable will govern.

GENTRY: Trains 1 and 2 reduce speed not to exceed 30 mph passing mail crane in order to exchange heavy U. S. Mail.

WESTVILLE: Train No. 2 will reduce speed to not exceed 30 mph passing depot in order to exchange heavy volume of U. S. Mail.

MARBLE CITY: Do not exceed 10 mph over Sallisaw Creek bridge on Quarry spur track.

HEAVENER: First class trains run at restricted speed between first crossover switch north of station platform and south yard lead (dual control switch).

DeQUEEN YARD-DeQUEEN PSGR. DEPOT: First class trains run at restricted speed between north lead switch DeQueen Yard and south siding switch DeQueen Psgr. Depot.

SPEED THROUGH CITY LIMITS

Speed of trains restricted as follows by City Ordinance:

Kansas City	25 mph	Goodman	25 mph
Drexel, Psgr.	50 mph	Anderson	20 mph
Drexel, Frt.	40 mph	Noel	20 mph
Amsterdam, Psgr.	40 mph	Stilwell	25 mph
Amsterdam, Frt.	35 mph	Mena (4th, Mena, 7th and 10th streets)	15 mph
Pittsburg	15 mph	DeQueen	25 mph
Joplin	25 mph		
Neosho	30 mph		

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M.P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
First Subdivision:					
Mo.Pac.Ry.	Rule 98. Stop.	5.4	Air Line Jct...	20	20
Mo.Pac.Ry.	Gated	5.5	Air Line Jct...	20	20
G.M.O. Ry.	Interlocked	5.7	Air Line Jct...	20	20
K. C. T. Ry.	Interlocked	6.1	Big Blue Jct...	20	20
A.T.S.F.Ry.	Interlocked	6.1	Big Blue Jct...	20	20
Sheffield					
Steel.....	Interlocked	6.7	Big Blue Jct...	35	20
Mo.Pac. Ry.	Gated	7.7	Big Blue Jct...	20	20
Mo.Pac. Ry.	Interlocked (Automatic)	93.9	Richards.....	50	30 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	114.6	Mulberry.....	50	30 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	119.3	Mulberry.....	50	30
Mo.Pac. Ry.	Interlocked (Automatic)	123.0	Mulberry.....	50	30 eng. only
A.T.S.F.Ry.	Gated	128.9	Pittsburg.....	20	20 eng. only
Mo.Pac. Ry.	Gated	129.0	Pittsburg.....	20	20 eng. only
Second Subdivision:					
A.T.S.F.Ry.	Gated	129.4	Pittsburg.....	20	20 eng. only
St.L.S.F.Ry.	Gated	129.5	Pittsburg.....	20	20 eng. only
St.L.S.F.Ry.	(2) Gated	129.6	Pittsburg.....	20	20 eng. only
St.L.S.F.Ry.	Gated	129.8	Pittsburg.....	20	20 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	139.8	Asbury.....	50	30 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	147.0	Gulfton.....	40	30 eng. only
St.L.S.F.Ry.	Rule 98. Stop.	154.8	Joplin.....	20	20 eng. only
St.L.S.F.Ry.	Rule 98. Stop.	154.9	Joplin.....	20	20 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	172.7	Neosho.....	35	20
Third Subdivision:					
Mo.Pac. Ry.	Interlocked	290.3	Sallisaw.....	50	30 eng. only
M.V. Ry. ...	Gated	317.3	Panama.....	20	20 eng. only
St.L.S.F.Ry.	Interlocked (Automatic)	325.5	Poteau.....	35 eng. only	25 eng. only
C.R.I.&PRy	Interlocked	333.0	Howe.....	40	30 eng. only
Baxter Springs Branch:					
St.L.S.F.Ry.	Gated	L-148.5	Crestline.....	20	20
M.K.&T.Ry	Gated	L-152.7	Crestline.....	20	20
St.L.S.F.Ry.	Interlocked (Automatic)	L-158.7	Baxter Springs	20	20

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed MPH.	
				Pass.	Freight
Ft. Smith Mo. Pac. Ry. St. L. S. F.	Rule 98—Stop Two Crossings Interlocked-Electric Locked Gate	326.9A	Ft. Smith	20	20
St. L. S. F. (Spur)	Rule 98—Stop	Stem Wye Stem Wye	Ft. Smith Ft. Smith	10 10	10 10
M. V. Ry. (3 Crossings)	Rule 98—Stop	Gavland Ave.	Ft. Smith	15	15
St. L. S. F. F. S. & V. B. Branch:	Rule 98—Stop	Gavland Ave.	Ft. Smith	15	15
M. V. Ry.	Gated	27.0	Bokoshe	20	20

TRAINS HANDLING

Passenger trains handling box cars equipped for passenger train service, except KCS 400 class and L&A 36017 and L&A 36148, will not exceed 60 mph. KCS 400 class, L&A 36017 and L&A 36148 are good for maximum speed.

Trains handling mixed freight and passenger equipment will not exceed speed authorized for freight trains.

Trains handling passenger equipment, exclusive of cabooses, will not exceed speed authorized for passenger trains.

Foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 mph.

SCALE TEST CARS, not to exceed 35 mph.

KCS or L&A wreckers, boom down (except KCS wrecker No. 05), not to exceed 25 mph.

KCS wrecker No. 05, not to exceed 30 mph, and not to be used on Branch Lines, except by special authority.

Southward trains handling company ballast between Joplin and Heavener will not exceed 40 mph at any point.

Southward trains handling loaded hopper cars, will not exceed 40 mph between Heavener and DeQueen.

ENGINES

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.

Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.

Road service freight engines, when used in passenger service, not to exceed 65 mph.

Switch engines, except General Purpose engines, will not exceed 45 mph in either forward or backward movements.

General Purpose engines, series 40, 150 and 160, will not exceed 65 mph in either forward or backward movements.

All diesel engines (road or switch) for movement in tow must have all switches open, main fuse removed, reversing drums and main power contactors blocked.

WHERE TIME APPLIES: RULE 5

NORTH YARD: The time of first class trains (in time table or train order) will apply at the Yard Office (M. P. 128.2) at North Yard. The ruling switches will be at crossover switch just north and just south of Yard Office.

PITTSBURG: The current of traffic for all except Kansas City Southern first and second class trains, using double track between Santa Fe Ry. crossing south of Dispatcher's office Pittsburg and M. P. 128.2 will be on the right. KCS first and second class trains will use the track on the west for movement in either direction. The normal position of main track switches at each end of this double track will be lined and locked for the southward or track on the west.

Engines moving light between Seventh Street and North Yard may, under the protection of Yard Limit Rule 93, use the southward or track on the west to reach crossover just south of Yard Office, North Yard.

Pittsburg Continued:

The northward or track on the east will be used as a siding between Fourth Street overpass and Twenty-Third Street, Pittsburg, but when first class trains are to meet at Pittsburg on Train Orders, the order will designate which train shall take siding and at what point.

GRANDVIEW: KCS trains or engines using StLSF Ry. main track between siding switches must do so under flag protection or authority of StLSF Ry. Dispatcher.

JOPLIN: At Joplin, first class trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street.

KCS switches will be left set and locked for KCS freight main track.

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

JOPLIN: KCS first class trains will arrive and depart on J.U.D. main track Joplin Union Depot. Time applies at switches to and from J.U.D. main track.

ELLIFF: Northward train holding main track at Elliff that is to meet or wait for a southward freight train, will remain south of station board until the southward freight train begins its movement into the siding.

FT. SMITH: All main track 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.

HEAVENER: When first class trains and/or passenger extra trains meet at Heavener on Train Orders (meet or wait orders), the interior train will take siding at crossover just north or south of station platform.

DeQUEEN YARD: Track No. 2, DeQueen Yard, is designated as Siding and switches will be designated as "South Lead Switch" and "North Lead Switch" DeQueen Yard.

DeQUEEN PASSENGER DEPOT: The track parallel to main track on east side, extending from just north of D&E Ry. crossing to north end of station platform at DeQueen Psgr. Depot, is designated as "DeQueen Psgr. Depot Siding."

AUTOMATIC BLOCK SYSTEM

Sub-division	From (Station)	Mile Post	To (Station)	Mile Post
First.....	Just north of Tie-Plant (Koppers).	8.7	Just north of North Yard, north yard lead switch.....	127.1
Second.....	Just south of south St. L. S. F. Ry. Crossing Pittsburg.....	129.9	Just south of Watts.....	239.0

Rules 350 and other rules applicable will govern.

TELEPHONES within ABS territory, at each end of sidings. Outside ABS territory, in depot or phone booths.

**AUTOMATIC BLOCK SYSTEM
OPERATION BY SIGNAL INDICATION
OPPOSING AND FOLLOWING MOVEMENTS**

First.....	Air Line Jct.....	5.3	Big Blue.....	6.1
Fourth.....	Heavener.....	338.5	DeQueen Yard....	431.7

Rules 400 to 406, incl, and other rules applicable will govern.

YARDS: At the following stations, Rule 93 applies:

Air Line Jct. to one-half mile south of Leeds
 North Yard } one yard Baxter Springs
 Pittsburg } Watts
 Joplin Heavener
 Neosho The A & W Ry
 Ft. Smith*

DeQueen Yard-DeQueen Psgr. Depot, one yard

*Ft. Smith terminal yard limits extend from SF Jct. to Garland Ave. Jct.

ABBREVIATIONS: S, Scale; T, Turntable, PH, Telephone; O, Diesel Fuel; W, Water; Y, Wye; ★, Mail Crane. The following letters before figures of schedule indicate: "s" Regular Stop; "f" Flag Stop to receive or discharge revenue passengers.

STANDARD CLOCKS: Kansas City Union Station, Knoche Yard Office, West Wye Tower, East Kansas City Roundhouse, North Yard, Pittsburg Dispatchers Office, Joplin Union Depot, Neosho, Watts, Ft. Smith, Heavener, DeQueen Psgr. Depot.

GENERAL ORDER BOOKS:

Kansas City Union Station	Neosho
Knoche Yard Office	Watts Telegraph
East Kansas City Roundhouse	Ft. Smith Telegraph
North Yard and Roundhouse	Heavener and Roundhouse
Pittsburg Telegraph Office	DeQueen Psgr. Depot and Roundhouse
Joplin Union Depot, Telegraph	

Rule "L."—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4 unit diesel engine and caboose, but not on other tracks.

Rail test cars and MofWay Ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

HIGH WATER:

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by proper authority:

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of five (5) mph must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air-conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus required to be cleaned and dried.

THIRD SUBDIVISION—Watts to Heavener

SOUTHWARD				Capcy. Other Tracks, S, T, PH, O, W, Y	Capacity of Sidings.	TIME TABLE No. 45		Mile Post Location.	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS				Effective SUNDAY, APR. 10, 1960				FIRST CLASS		SECOND CLASS	
41 Manifest Freight	77 Merchandise Special	1 Southern Belle	15			2 Southern Belle	16			42 Manifest Freight	82 Manifest Freight		
Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily				
Lv 7.50PM	Lv 5.00AM	Lv 2.05PM	Lv f 3.25AM	W Yard	153	..... WATTS *	235.9	WS	Ar 2.25PM	Ar 1.25AM	Ar 6.55AM	Ar 12.35AM
8.08	5.20	2.16	f 3.35	58	138	..... WESTVILLE *	244.4	VI	2.16	f 1.12	6.40	12.18AM
8.33	5.45	2.33	f 3.55	Yard	134	..... STILWELL *	258.2	Z	2.00	f 12.56	6.15	11.55PM
8.45	5.57	2.41	4.04	8	143	..... LYONS *	265.7		1.50	12.48	5.57	11.36
		2.48	4.11	29		..... BUNCH *	271.6		1.43	12.42		
9.05	6.20	2.59	4.23	49	139	..... MARBLE CITY *	281.1	MR	1.32	12.32	5.10	11.10
				Connection		..... SALLISAW TOWER *	290.3	AW				
						..... Mo. Pac. Crossing *	290.3					
9.34	6.35	s 3.15	s 4.50	S169	118	..... SALLISAW *	291.2	CK	s 1.20	s 12.20	4.50	10.45
9.55	6.47	3.26	5.00	8	164	..... GANS *	299.3		1.06	12.07AM	4.30	10.20
10.05	6.57	3.34	5.09	23	134	..... REDLAND *	306.4		12.58	11.59PM	4.18	10.05
10.20	7.05	3.41	f 5.20	Yard Y	160	..... SPIRO *	311.7		12.52	f 11.50	4.08	9.50
				F.S.&V.B.Br.		..... COAL CREEK *	316.6					
10.29	7.14	3.48	5.28	88	62	..... PANAMA *	317.3	JA	12.45	11.40	3.58	9.40
				Connection		..... SHADY POINT *	319.8		12.42	11.36	3.54	9.35
10.33	7.17	3.51	5.32		150	..... St. L. & S. F. Crossing *	325.5					
10.43	7.26	s 4.03	s 5.50	Y Yard	56	..... POTEAU *	326.3	AU	s 12.35	s 11.28	3.40	9.20
				Connection		..... C. E. I. & P. Crossing *	333.0	BX	12.27	f 11.18	3.25	9.05
10.55	7.36	4.13	f 6.00	Yard	150	..... HOWE *	338.0	HV	Lv 12.20PM	Lv 11.10PM	Lv 3.15AM	Lv 8.50PM
Ar 11.10PM	Ar 7.45AM	Ar 4.20PM	Ar 6.10AM	Yard Y		..... HEAVENER *						
				OWS									
Daily	Daily	Daily	Daily			102.0			Daily	Daily	Daily	Daily	
3.20	2.45	2.15	2.45			Time on Subdivision			2.05	2.15	3.40	3.45	

Hours of Telegraph Service
 Watts, Sallisaw Tower, Howe, Heavener, Continuous.
 Westville, Stilwell — 8A-5P, Except Sat., Sun., Hol.
 Marble City — 8A-5P, Except Sun., Mon., Hol.
 Sallisaw — 8.30A-6P, Tues., Wed., Thur. and Fri.
 Sallisaw — 8.30A-4.30P, Sat.
 — 10A-6P, Sun., Mon.
 Panama — 8.30A-5.30P, Except Sat., Sun., Hol.
 Poteau — 5.30A-1.30P, 4P-12Mn., Ex. Sun., Hol.

No. 1 is superior to No. 16
No. 77 is superior to No. 42 and No. 82

CONDITIONAL FLAG STOPS

Nos. 1 and 2 stop on flag at Westville, Stilwell, Spiro and Howe for revenue passengers to or from regular stops.
 Nos. 15 and 16 stop on flag at Bunch, Marble City, Redland and Panama for revenue passengers to and from regular stops.

Tracks not shown on face of time table.

	Mile No.	Car Capcy.
Baron	249	21
Marble City Gry. Spur	282	189
Okla. Creosoting Co.	290	Conn.
Sallisaw Stripg. Co.	293	187

FT. SMITH & VAN BUREN BRANCH

SOUTHWARD NORTHWARD

Tracks not shown on face of time table

	M.P.
Panama Vein Spur	29.6
Milton	31.7
Evans Coal Co.	33.4
Lone Star Spur	40.1

Hours of Telegraph Service
 Bokoshe — 9.30A-6.30P, Except Sat., Sun., Hol.

TIMETABLE No. 45		
Effective 12:01 A. M. <td></td>		
SUNDAY, APR. 10, 1960 <td></td>		
STATIONS		Mile Post
0.0	..... COAL CREEK JOT.	20.0
7.0	..... M. V. Ry. Crossing	27.0
18.0	..... BOKOSHE	38.0
20.7	..... McCURTAIN	40.7
20.7	..... End of Line	40.7

FOURTH SUBDIVISION—Heavener to De Queen

SOUTHWARD				Capcy. Other Tracks, S, T, PH, O, W, Y	Capacity of Sidings.	TIME TABLE No. 45 Effective SUNDAY, APR. 10, 1960			Mile Post Location.	Office Calls.	NORTHWARD			
SECOND CLASS		FIRST CLASS				STATIONS		FIRST CLASS			SECOND CLASS			
77 Merchandise Special	41 Manifest Freight	1 Southern Belle	15			2 Southern Belle	16	82 Manifest Freight			42 Manifest Freight			
Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily			
Lv 8.00AM	Lv 12.01AM	Lv 4.25PM	Lv 6.20AM	Yard Y OWS	.....	HEAVENER.....	338.0	HV	Ar 12.15PM	Ar 11.00PM	Ar 8.00PM	Ar 2.15AM	
		4.30	6.25	11	102	HODGENS.....	342.0		12.09PM	10.54				
		4.47	f 6.42	15	133	PAGE.....	354.7		11.53AM	f 10.38				
		4.56	6.52	5	99	HOWARD.....	361.3		11.45	10.30				
		5.05	7.00	23	118	RISE MOUNTAIN	367.2		11.38	10.23				
		5.13	7.08	8	107	ACORN.....	374.7		11.27	10.12				
		s 5.25	s 7.20	204	128	MINA.....	379.8	NA	s 11.20	s 10.05				
				53	135	POTTER.....	386.4							
		5.40	f 7.35	28	97	HATFIELD.★	392.2	HD	11.02	f 9.46				
		5.45	f 7.41	17	13	COVE...★	396.8	FO	10.56	f 9.40				
		5.51	f 7.48	38	103	VANDERVOORT★	401.8	JS	10.50	f 9.34				
		6.00	f 7.58	51	108	WICKES...★	408.8	KD	10.41	f 9.25				
		6.15	f 8.14	24	104	GILLHAM..★	421.2	G	10.26	f 9.10				
		6.19	8.18	10	92	KINGS...★	424.7		10.22	9.06				
Ar 11.15AM	Ar 3.50AM	6.28	8.28	YWTO Yard	Yard	DEQUEEN YD...	432.9		10.12	8.57	Lv 4.00PM	Lv 10.50PM		
		Ar 6.30PM	Ar 8.30AM			DE QUEEN Pgr. Depot	433.3	YD	Lv 10.10AM	Lv 8.55PM				
Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily		
3.15	3.49	2.05	2.10					95.3		Daily	Daily	Daily	Daily	
						Time on Subdivision								
									2.05	2.05	4.00	3.25		

Tracks not shown on face of time table.

No. 1 is superior to No. 16

No. 15 stop Gillham daily except Sunday to unload U. S. Mail.

No. 77 is superior to No. 42 and No. 82

	Mile No.	Car Capcy.
Stapp	349	7
Three States Lumber Co.	381	17
Joslyn Mfg. Co.	383	31
Rebold Spur	397	17
Hatton ★	404	24
Grannis ★	414	20

Hours of Telegraph Service

Heavener, Mena, DeQueen—Continuous. Hatfield, Vandervoort, Gillham—8A-5P, Except Sat., Sun., Hol. Cove, Wickes—7A-4P, Except Sat., Sun., Hol.

THE ARK. WESTERN RY.

SOUTHWARD NORTHWARD

		TIME TABLE No. 45 Effective SUNDAY, APR. 10, 1960	
City of Sidings.	Miles From Heavener.		
31 (a)	61	62 (a)	" S
32 (a)	62	60 (c)	" R
33 (a)	63	61 (e)	" W
50 (a)	64		

Tracks not shown on face of time table

	Mile No.	Car Capcy.
Lee Taylor		
Coal Spur	8	4
Royal Superior		
Coal Sid.	9	7
Oronoga Mutual		
Mine Tracks	14	25

C. S. AND L. & A. WRECKER

Location	Capacity
Kansas City.....	100 Ton
Pittsburg.....	120 Ton
Heavener.....	120 Ton
Shreveport.....	250 Ton
Port Arthur.....	100 Ton
New Orleans.....	100 Ton

SPECIAL INSTRUCTIONS

Rules of the Kansas City Southern Lines, will govern on this railway. Trains will run at restricted speed at all times not otherwise specified at any point. Rule 93 applies. No pile driver, must not exceed 100 feet.

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	1	61	54
" " "	13	61	52
" " "	15	61	51
" " "	22, 23	61	54
" " "	70-79	74	44
" " "	364, 365	60	46
" " "	400, 401, 403	54	29
" " "	36017	54	26
" " "	36148	54	28
Mail-Baggage-Express	3	70	65
" " "	5	70	63
" " "	6	71	71
" " "	60-63	71	71
" " "	64-66	85	48
" " "	67	85	68
Chair-Coach, Partitioned, A. C.	230-233	75	56
" " " " " " "	234-238	85	52
" " " " " " "	239	85	62
" " " " " " "	245-250	85	68
Chair-Coach, A. C.	241-244	85	61
Coach, Ice, A. C.	350, 351, 353	82	84
" " " " " " "	355-358	82	84
Shower Car	225	60	59
Coach-Lounge, A. C.	200-201	82	80
Parlor-Lounge, Ice, A. C.	500-501	83	84
Tavern-Lounge, A. C.	44-47	85	60
Lounge-Diner, A. C.	50-51-52	80	98
Lounge-Diner, Ice, A. C.	53	80	97
Observation-Tavern, A. C.	54-55	85	53
Observation-Diner, A. C.	56	85	53
Diner, A. C.	49	82	88
" " " " " " "	57-58	85	69
Sleeping Car, A. C.	Barksdale, Mena, State Capitol, Siloam Springs, Sulphur Springs...	83	92
" " " " " " "	Ancon, Chagres... Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn...	82	86
Official Car	Kay See	85	64
" " " " " " "	99	84	104
" " " " " " "	101	77	98
" " " " " " "		83	105

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
13	5½x10	136,000	104,500	31,500
15	5½x10	136,000	102,900	33,100
22	5½x10	169,000	109,000	60,000
23	5½x10	169,000	109,000	60,000
70-79	6 x11	168,000	88,000	80,000
364	5½x10	162,900	92,900	70,000
365	5½x10	161,700	91,700	70,000
400	5½x10	130,500	60,500	70,000
401	5½x10	127,800	57,800	70,000
403	5½x10	129,400	59,400	70,000
36017	5½x10	121,600	51,600	70,000
36148	5½x10	125,400	55,400	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	22
Mail-Baggage-Express	11
Chair-Coach, Partitioned, Air Conditioned	16
Chair-Coach, Air Conditioned	4
Coach, Ice Air Conditioned	7
Coach-Lounge, Air Conditioned	2
Parlor-Lounge, Ice Air Conditioned	2
Lounge-Diner, Air Conditioned	3
Lounge-Diner, Ice Air Conditioned	1
Observation-Tavern, Air Conditioned	2
Observation-Diner, Air Conditioned	1
Diner, Air Conditioned	3
Tavern-Lounge, Air Conditioned	4
Sleeping Car, Air Conditioned	15
Shower Car	1
Official Cars	3
Total	97

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles Per Hour	1 Mile in Mins. Sec.	Miles Per Hour	1 Mile in Mins. Sec.	Miles Per Hour	1 Mile in Mins. Sec.
6	10 0	32	1 52	53	1 7
8	7 30	33	1 49	54	1 6
10	6 0	34	1 45	55	1 5
12	5 0	35	1 42	56	1 4
15	4 0	36	1 40	57	1 3
16	3 45	37	1 37	58	1 2
17	3 31	38	1 34	59	1 1
18	3 20	39	1 33	60	1 0
19	3 9	40	1 30	61	0 59
20	3 0	41	1 27	62	0 58
21	2 51	42	1 25	63	0 57
22	2 43	43	1 23	64	0 56
23	2 36	44	1 21	65	0 55
24	2 30	45	1 20	67	0 54
25	2 24	46	1 18	68	0 53
26	2 18	47	1 16	69	0 52
27	2 13	48	1 15	70	0 51
28	2 8	49	1 13	72	0 50
29	2 4	50	1 12	73	0 49
30	2 0	51	1 10	75	0 48
31	1 56	52	1 9		

WARD NORTHWARD

TIMETABLE

No. 45

Effective
12:01 A. M.

SUNDAY,
APR. 10, 1960

STATIONS

Station	Mile Post
CREEK JOT..	20.0
7.0	
Ry. Crossing..	
ROKOSHE.....	27.0
11.0	
CURTAIN....	38.0
2.7	
nd of Line.....	40.7
30.7	

CLASSIFICATION OF LOCOMOTIVES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger	21, 22, 24	52,684	210,733	316,098	E-40
"	23, 25, 26, 27, 28, 29	55,675	222,700	334,050	E-40
" Freight	30-A-B	122,425	489,700	489,700	E-50
"	31-A-B	123,400	493,600	493,600	E-50
"	32-A-B	123,485	493,940	493,940	E-50
"	33-A	62,050	248,200	248,200	E-50
"	33-B	59,150	236,600	236,600	E-50
"	40-41	63,300	253,200	253,200	E-50
"	50-A-B-C-D	226,520	906,080	906,080	E-46
"	51-A-B-C-D	226,110	904,440	904,440	E-46
"	52-A-B-C-D	227,255	909,020	909,020	E-46
"	53-A-B-C-D	226,235	904,940	904,940	E-46
"	54-A-B-C-D	226,540	906,120	906,120	E-46
"	55-A-B-C-D	226,720	906,880	906,880	E-46
"	56-A-B-C-D	226,900	907,600	907,600	E-46
"	57-A-B-C-D	226,610	906,440	906,440	E-46
"	58-A-B-C-D	230,700	922,800	922,800	E-46
"	59-A-B-C-D	230,250	921,000	921,000	E-46
"	60-A-B-C	173,050	692,199	1,038,300	E-46
"	61-A-B-C	172,450	689,800	1,034,700	E-46
"	62-A-B-C	172,903	691,612	1,037,418	E-46
"	70-A-B-C	179,600	718,400	718,400	E-46
"	71-A-B-C	177,900	711,600	711,600	E-46
"	72-A-B-C-D	230,450	921,800	921,800	E-46
"	73-A-B-C-D	234,520	938,080	938,080	E-46
"	74-A-B-C-D	234,550	938,200	938,200	E-46
"	75-A-B-C-D	231,550	926,200	926,200	E-46
"	76-A-B-C-D	239,300	957,200	957,200	E-46
"	77-B-C	119,600	478,400	478,400	E-46
"	78-B-C	115,250	461,100	461,100	E-46
"	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.	150-162	60,672	243,046	243,046	E-49
" GP-9 Gen. Pur.	163-165	61,275	245,100	245,100	E-49

PERMANENT ENGINE NUMBERS and MAXIMUM SPEED unless otherwise restricted

Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed
21	21	79 MPH	51	51 (a)	65 MPH	65	62 (c)	65 MPH	83	56 (d)	65 MPH
22	22	" "	52	52 (a)	" "	70	70 (a)	" "	84	57 (d)	" "
23	23	" "	53	53 (a)	" "	71 †	71 (a)	" "	85 †	58 (d)	" "
24	24	" "	54	54 (a)	" "	72	72 (a)	" "	86 †	59 (d)	" "
25	25	" "	55	55 (a)	" "	73 †	73 (a)	" "	87 †	70 (c)	" "
26	26	" "	56	56 (a)	" "	74	74 (a)	" "	88	71 (c)	" "
27	27	" "	57	57 (a)	" "	75 †	75 (a)	" "	89	72 (d)	" "
28	28	" "	58	58 (a)	" "	76	76 (a)	" "	90	73 (d)	" "
29	29	" "	59	59 (a)	" "	77	50 (d)	" "	91	74 (d)	" "
30	30 (a)	65 "	60	60 (a)	" "	78 †	51 (d)	" "	92	75 (d)	" "
31	31 (a)	" "	61	61 (a)	" "	79	52 (d)	" "	93	76 (d)	" "
32	32 (a)	" "	62	62 (a)	" "	80 †	53 (d)	" "			
33	33 (a)	" "	63	60 (c)	" "	81	54 (d)	" "			
50	50 (a)	" "	64	61 (c)	" "	82	55 (d)	" "			

†Engines with front end connections will work as booster or control.

K. C. S. AND L. & A. WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City	100 Ton	E-40
04	Pittsburg	120 Ton	E-48
03	Heavener	120 Ton	E-45
05	Shreveport	250 Ton	E-70
W-1	Port Arthur	100 Ton	E-27
02	New Orleans	100 Ton	E-40

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
21, 22, 23, 24 25, 26, 27, 28, 29 30-A, 30-B 31-A, 31-B 32-A, 32-B 33-A, 33-B 76-B, 78-C 77-B	59-A, 59-B, 59-C 70-B 71-B 72-B, 72-C 73-B, 73-C 74-B, 74-C 75-B, 75-C

TONNAGE RATING, NORTHERN DIVISION

SUB-DIVISION	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	PASS. LOCOS. 21-29, Incl.		DIESEL FREIGHT LOCOMOTIVES							
					A	B	1500		4000		4500		6000	
							A	B	A	B	A	B	A	B
FIRST	South	MP-0..... MP-23.....	MP-23..... MP-129.....	10 10	2300 2750	2050 2450	2520 2780	2370 2500	6720 7420	6050 6670	7580 8350	6810 7500	10090 11140	9080 10000
	North	MP-129..... MP-23.....	MP-23..... MP-0.....	10 10	2300 2750	2050 2450	2780 2780	2500 2500	7420 10000	6670 9000	8350 12000	7500 10000	11140 16000	10000 13000
SECOND	South	MP-129.....	MP-155.....	10	2300	2050	2880	2590	7890	6920	8650	7780	11540	10380
		MP-155.....	MP-174.....	5	1400	1250	2200	1950	5890	5300	6620	5980	8830	7950
		MP-174.....	MP-181.....	2	800	700	1000	900	2670	2400	3000	2700	4000	3600
		MP-181.....	MP-201.....	2	990	900	1200	1100	3270	3000	3600	3300	4600	4200
		MP-201.....	MP-229.....	2	830	740	1000	900	2670	2400	3000	2700	4000	3600
		MP-229.....	MP-236.....	5	1320	1190	1600	1440	4260	3840	4800	4320	6400	5760
	North	MP-236.....	MP-185.....	3	850	750	1080	970	2900	2600	3260	2930	4380	3900
		MP-185.....	MP-129.....	10	2300	2050	2670	2400	7130	6400	8020	7200	10700	9600
THIRD	South	MP-236..... MP-281.....	MP-281..... MP-338.....	5 10	1400 2300	1250 2050	1600 2680	1440 2400	4260 7100	3840 6390	4800 8000	4320 7200	6400 10660	5760 9590
	North	MP-338..... MP-281.....	MP-281..... MP-236.....	10 5	2300 1400	2050 1250	2800 1560	2520 1390	7480 4130	6720 3720	8400 4650	7560 4180	11200 6200	10080 5580
FOURTH	South	MP-338.....	MP-367.....	3	860	760	1080	970	2900	2600	3260	2930	4350	3900
		MP-367.....	MP-404.....	4	1070	980	1290	1180	3450	3120	3880	3500	5180	4660
		MP-404.....	MP-433.....	4	860	760	1540	1410	4050	3720	4630	4250	6180	5860
	North	MP-433..... MP-367.....	MP-367..... MP-338.....	4 10	940 2750	840 2450	1170 3000	1050 2700	3130 8000	2820 7200	3520 9000	3170 8100	4700 12000	4230 10800

Fairbanks Morse Engines—60C-61A-61B-61C-62A have 1750 HP rating per unit. When one or more of these units are included in an engine, an additional 250 tons per unit will be added to tonnage shown for 1500 HP. This will apply to any subdivision.

Note.—(a) "A" rating is to be used when conditions are favorable, weather clear and mild with but little wind.

(b) "B" rating is to be used when weather below thirty degrees above zero, high wind or otherwise unfavorable weather.

(c) Manifest trains use "B" rating during favorable weather and reduce five per cent during unfavorable weather.

OFFICIAL WATCH INSPECTORS

NORTHERN DIVISION

National Railway Time Service Co., General Time Inspector,
718 Sterlick Building, Memphis, Tenn.

J. H. MACE CO., System Time Inspector, Kansas City, Mo.

J. H. NORTHINGTON, Traveling Inspector, Kansas City, Mo.

PERRINS JEWELERS, 4703 Troost Ave... Kansas City, Mo.
K. E. KLEINMAN, 1100 Grand Ave..... Kansas City, Mo.
J. H. MACE Union Station..... Kansas City, Mo.
DRENON JEWELRY SHOP, 1021 Independence, Ave.
..... Kansas City, Mo.
MARTYR JEWELRY CO., 5904 St. John Ave.
..... Kansas City, Kans.
SCHNEIDER JEWELRY CO., 736-738 Minnesota Ave.
..... Kansas City, Kans.
LEO CONNOR, JR., 3010 Strong Ave.... Kansas City, Kans.
AL WILLIAMS Pittsburg, Kans.

LAMMERS JEWELRY CO..... Baxter Springs, Kans.
HERBERT McELWAIN, JEWELER. . Baxter Springs, Kans.
MALLOY JEWELRY CO..... Joplin, Mo.
G. N. GLENISTER..... Neosho, Mo.
JIM'S JEWELRY SHOP..... Noel, Mo.
A. R. KENNAN..... Fort Smith, Ark.
MALONE JEWELRY CO..... Ft. Smith, Ark.
M. C. HOLMAN..... Spiro, Ark.
PHIPPS JEWELRY CO..... Heavener, Okla.
GARMON JEWELRY CO..... Mena, Ark.
RALPH S. THOMAS..... DeQueen, Ark.

The Kansas City Southern Railway Company

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD					Distance From Kansas City	TIME TABLE No. 45 Effective SUNDAY, APRIL 10, 1960 STATIONS	Distance From Port Arthur	NORTHWARD				
FREIGHT			PASSENGER					PASSENGER		FREIGHT		
81	77	41	15	1				2	16	82	42	
	Lv 9.45PM	Lv 10.20AM	Lv 9.35PM	Lv 9.00AM	0	... KANSAS CITY ...	789.7	Ar 7.45PM	Ar 7.20AM	Ar 1.50PM	Ar 5.00PM	
	10.33	11.20AM	10.08	9.30	23.4	... GRANDVIEW ...	783.3	7.12	6.45	12.55PM	3.30	
	11.55PM	12.58PM	11.10	10.23	80.8	... HUME ...	706.9	6.15	6.41	10.23AM	1.30	
	1.05AM 1.20	2.30 3.30	12.05AM 12.20	11.10 11.20	129.3	... PITTSBURG ...	857.4	5.20 5.10	4.50 4.35	8.20 6.15	12.10PM 11.10AM	
	6.00AM				159.5	... BAXTER SPRINGS ...	888.0					
	2.05	4.40	1.05AM	12.00N	154.3	... JOPLIN ...	632.4	4.40	4.00	5.15	10.15	
	2.38	6.25	1.45	12.35PM	174.0	... NEOSHO ...	812.7	4.05	3.20	4.25	9.35	
	4.37	7.28	3.15	1.55	229.3	... SILOAM ...	557.4	2.37	1.38	1.55	7.25	
	4.50 5.00	7.40 7.50	3.25	2.05	235.9	... WATTS ...	550.8	2.25	1.25	1.35AM 12.35AM	7.05 6.55	
	6.35	9.34	4.50	3.15	281.2	... SALLISAW ...	495.5	1.20	12.20AM	10.45	4.50	
	7.05	10.20	5.20	3.41	311.7	... SPIRO ...	475.0	12.52	11.50PM	9.50	4.08	
Passenger Service: Via Bus Ft. Smith and Sallisaw.			Ar 5.45AM Lv 3.55AM	Ar 4.10PM Lv 2.20PM	329.1	... FT. SMITH ... Telegraph Service 8A-8P Daily	491.6	Lv 12.25PM Ar 2.15PM	Lv 11.25PM Ar 1.15AM	Freight Service: Local Freights, Via St. L. S. F. Ry., Ft. Smith and Poteau.		
	7.14	10.29	5.29	3.48	317.3	... PANAMA ...	489.4	12.45	11.40	9.40	3.58	
	7.29	10.43	5.50	4.03	326.3	... POTEAU ...	480.4	12.35	11.29	9.20	3.40	
	7.36	10.55	6.00	4.13	333.0	... HOWE ...	453.7	12.27	11.18	9.05	3.25	
	7.45 8.00	11.10PM 12.01AM	6.10AM 6.20	4.20 4.25	338.0	... HEAVENER ...	448.7	12.20 12.15PM	11.10 11.00PM	8.50 8.00	3.15 2.15	
	9.30	1.47	7.20	5.25	379.8	... MENA ...	406.9	11.20AM	10.05	6.25	12.50AM	
	11.15AM 11.30AM	3.50 4.30	8.30 8.40	6.30 6.35	433.3	... DE QUEEN ...	353.4	10.10 10.05	8.55 8.45	4.00 3.00	10.50PM 10.30	
	12.23PM	5.33	6.28	7.17	469.0	... ASHDOWN ...	317.9	9.28	8.00	1.50	9.30	
	1.00	6.35	9.55 10.10	7.45 8.00	488.9	... TEXARKANA ...	299.1	9.00 8.45	7.25 7.10	1.00PM	8.50	
	Lv 7.00AM	3.00PM 6.30PM	Ar 9.30AM	11.55AM 12.35PM	Ar 9.30PM	560.7	... SHREVEPORT ...	228.9	Lv 7.15AM	5.20 4.40	10.45AM 7.40AM	8.00PM 12.40PM
	11.20AM 11.40AM	12.50AM 1.30	3.15PM 3.25		669.3	... LEESVILLE ...	117.6		2.00 1.50	2.00 1.10	8.00AM 7.00	
	12.25PM	2.15	3.55PM		689.9	... DE RIDDER ...	99.9		1.23	12.08AM	5.58	
	1.55PM	3.10	4.33PM		719.8	... DE QUINCY ...	67.0		12.45PM	11.00PM	4.50	
		5.30	Bus 5.25PM		742.1	... LAKE CHARLES ...	89.6		Bus Lv 11.50AM		12.05AM	
	4.10PM	6.00	5.35PM 5.45PM		767.2	... BEAUMONT ...	19.6		11.45AM 11.35AM	9.30	2.20	
	Ar 5.30PM	Ar 7.30AM		Ar 6.25PM	786.7	... PORT ARTHUR ...	0		Lv 11.00AM	Lv 8.00PM	Lv 1.00AM	

SPECIAL SAFETY RULES FOR EMPLOYEES IN TRAIN ENGINE AND YARD SERVICE IN ADDITION TO RULE 510

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight out side of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).
38. Employes and others will not pass through nose door of units when locomotive is in motion.

THE FOLLOWING IS ALSO PROHIBITED:

Giving signal to move an engine or cars and then crossing track in front of movement.

- (a) Giving signal to move an engine or cars without first placing switch in proper position.
- (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (c) Engineman drifting down too close to switches that are to be thrown.

To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.

Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.

