

SAFETY

"SAFETY is of FIRST importance in the discharge of duty."

"Obedience to the rules is essential to SAFETY."

Strict observance of the rules is necessary for the protection of life and limb, and the employees who are ever mindful of this not only reflect credit upon themselves and the railroad, but theirs is a real service to mankind.

Ang 12/2

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

TERMINAL AND NORTHERN DIVISIONS AND THE ARKANSAS WESTERN RAILWAY COMPANY

TIME TABLE NO. 25

EFFECTIVE AT 12:01 A. M.

SUNDAY

JUNE 12, 1938

FOR EMPLOYEES ONLY

W. N. DERAMUS, Vice Pres. and Gen. Mgr.,
Kansas City, Mo.

E. H. HOLDEN, Gen'l Sup't Transportation,
Kansas City, Mo.

C. E. McCARTY, Superintendent,
Pittsburg, Kans.

J. T. McCORKLE, Asst. Supt.,
Kansas City Terminal Division,
Kansas City, Mo.

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 "

FORT SMITH DISTRICT—

Spiro to Fort Smith..... 16.6 "

Kansas City Southern Mileage.....468.8 Miles

Arkansas Western Mileage..... 55.9 Miles

TRAIN MASTERS AND DISPATCHERS

D. B. JAMES, Trainmaster, First and Second Districts. .Pittsburg, Kas.

WM. WEIR, Trainmaster, Third and Fourth Districts. .Heavener, Okla.

R. D. FRETWELL, Chief Dispatcher.....Pittsburg, Kas.

W. R. SEBRING, Dispatcher..... " "

V. F. LINDSEY, "..... " "

R. W. MARSHALL, "..... " "

J. E. HUTTO "..... " "

H. R. PREDDY "..... " "

OFFICIAL WATCH INSPECTORS

J. H. MACE, General Time Inspector, Kansas City, Mo.

L. E. SEGRIST, Assistant to General Time Inspector, Kansas City, Mo.

J. H. MACE, 1100 Grand Ave.....Kansas City, Mo.

J. H. MACE, Union Station.....Kansas City, Mo.

J. H. BAKER, 6809 Winner Road, Sheffield.Kansas City, Mo.

MACE & REYNOLDS, 3010 Strong Ave., Argentine.....

.....Kansas City, Kas.

MRS. N. A. FASENMYER, 511 Minnesota Ave.....

.....Kansas City, Kas.

W. L. FOOTE, 1109 Kansas Ave., Armourdale.....

.....Kansas City, Kas.

M. H. STURGES.....Independence, Mo.

AL. WILLIAMS.....Pittsburg, Kas.

L. S. McKEE.Joplin, Mo.

G. H. GLENISTER.Neosho, Mo.

C. O. BRADY.....Anderson, Mo.

M. J. NIXON.....Watts, Okla.

A. R. KENNAN.....Fort Smith, Ark.

M. CHAMLÉE.Heavener, Okla.

J. B. WATKINS.Mena, Ark.

RALPH S. THOMAS.....DeQueen, Ark.

A. H. RYDEN, Supt. of Telegraph, Kansas City, Mo., in charge of Watch Inspection.

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 Railway Company will govern between Big Blue Junction and Kansas City Union Station, and rules of the Joplin Union Depot Company between yard limit boards at Joplin.

3. Northward trains are superior to southward trains of the same class, except that Train 77 is superior to No. 42 and No. 88 and except on the Fort Smith District and on the Arkansas Western Railway where 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 also 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.

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. Missouri and Arkansas trains leaving Neosho, and Fort Smith & Western trains leaving Coal Creek will secure by train order the information required by Rule 83 of Book of Rules.

10. Train registers are located at the following stations:

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

K. C. S. trains are not required to register at Neosho.

11. Conductors of first-class trains will leave a register ticket with operator at Yard Office, North Yard. Conductors of all trains entering or leaving Kansas City Terminal passenger connection, Big Blue Junction, will transmit to operator East Kansas City by means of telephone located in booth near passenger connection switch, full information necessary to register such trains.

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.

The Home Signals at the St. Louis & San Francisco Ry. Crossings at Ardath and at mile 119.4 and at the Missouri Pacific Crossing at mile 123.0 are connected with the Automatic Block Signals. There are two arms or lights on each signal post: THE INDICATION OF THE UPPER ARM OR LIGHT WILL CONTROL MOVEMENT OVER THE CROSSING AS WELL AS MOVEMENT THROUGH THE NEXT BLOCK.

When these signal arms or lights do not function properly, wire report should 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 promptly 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.

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 the cross-over at Fourteenth Street.

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. Passenger trains will not run through yard tracks at Watts without special instructions.

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. 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.

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

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

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

30. 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; M, Stop for Meals.

34. STANDARD CLOCKS

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

35..... BULLETIN BOOKS

East Kansas City Yard Office.	Watts Telegraph Office.
East Kansas City Roundhouse.	Spiro Telegraph Office.
North Yard.	Fort Smith Telegraph Office.
Roundhouse, Pittsburg.	Roundhouse, Heavener.
Pittsburg Telegraph Office.	Heavener Telegraph Office.
Joplin Telegraph Office.	DeQueen Passenger Station.
Neosho Telegraph Office.	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:		
D-7, H and H-1 class locomotives:		
Between Leeds and Mile Post 34.....	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 34 and Pittsburg.....	70	50
Except: Marais des Cygnes River Bridge A-74.....	25	25
Between Pittsburg and De Queen.....	60	50
Except: 10-degree curve between Mile Posts 196 and 197.....	20	15
Arkansas River Bridge A-307.....	35	18
E-4 class locomotives with 63-inch wheels:		
Between Leeds and DeQueen.....	50	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
Marais des Cygnes River Bridge A-74.....	25	25
Ten-degree curve between Mile Posts 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.....	25	25
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.....	25	25
Ten-degree curve between Mile Posts 196 and 197.....	20	15
Arkansas River Bridge A-307.....	35	18
G class locomotives:		
Between Leeds and DeQueen.....	25	25
Momentary speed.....	28	28
Except: Marais des Cygnes River Bridge A-74.....	15	15
Ten-degree curve between Mile Posts 196 and 197.....	20	15
Arkansas River Bridge A-307.....	18	18
G-1 and G-2 class locomotives:		
Between Leeds and DeQueen.....	35	35
Momentary speed.....	40	40
Except: between Mile Posts 16 and 18.....	30	30
Marais des Cygnes River Bridge A-74.....	15	15
Ten-degree curve between Mile Posts 196 and 197.....	20	15
Arkansas River Bridge A-307.....	18	18
J class locomotives:		
Between Leeds and Mile Post 25.....	50	50
Except: between Mile Posts 11 and 11½, north end of big cut.....	40	40
Between Mile Posts 16 and 18.....	30	30

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
	Miles Per Hour	Miles Per Hour
Between bridge over St. L.-S. F. north of Grandview and Mile Post 23.....	40	40
Between Mile Posts 25 and 34.....	45	45
Between Mile Post 34 and Pittsburg.....	50	50
Except: Bridge A-43, M.-K.-T. Railroad.....	30	30
Bridge A-74 Marais des Cygnes River.....	25	25
Bridge A-89.....	40	40
Between Pittsburg and Saginaw Mile Post 159.7.....	45	45
Between Saginaw Mile Post 159.7 and Mile Post 285, one mile north of north switch Brushy.....	50	50
Except: Bridge C-174, Neosho Yard.....	30	30
Ten-degree curve between Mile Posts 196 and 197.....	15	15
Bridge A-198 Elk River.....	30	30
Bridge A-206.....	40	40
Bridge A-234 Illinois River.....	35	35
Bridge A-251 Baron Fork.....	40	40
Between Mile Post 285 and Mile Post 338½ one-half mile south Heavener depot.....	45	45
Except: Arkansas River Bridge A-307.....	18	18
Between Mile Post 338½ and Mile Post 377.6, two and two-tenths miles north of Mena.....	50	50
Between Mile Post 377.6 and Mile Post 405.7, three and one-tenth miles north of Wickes.....	40	40
Between Mile Post 405.7 and north train yard switch DeQueen.....	50	50
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.		
Between K. O. G. Junction and Baxter Springs:		
All classes of power except J class.....	25	25
Between Spiro and Ft. Smith:		
H and H-1 class locomotives.....	40	30
E-3 and E-4 class locomotives.....	30	30
J class locomotives between Spiro and Braden only.....	10	10
Other class of power except as otherwise restricted.....	40	30
Poteau River Bridge A-327-A.....	15	15
Miscellaneous:		
Be governed by special instructions covering restrictions to be observed when double heading or when helper engines are used.		
Ardat railroad crossing M. P. 114.7 interlocked.....	45	.....
Other grade railroad crossings interlocked.....	35	.....
Grade railroad crossings gated.....	25	.....
For authorized freight train speeds over various railroad crossings, see current Consolidated Bulletin and instructions supplemental thereto.		
Trains handling:		
Mixed freight and passenger equipment.....	50	50
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
Heavy descending grades.....	50	50

Pittsburg:
 Connection leading to Missouri Pacific yard.
 Connection with A. T. & S. F. at Fourth Street.

Pittsburg. Spiro.
Joplin. Coal Creek.
Neosho.

Joplin Union Depot Company's tracks.

All trains and yard engines keep sharp look out for Missouri Pacific and A. T. & S. F. trains using these connections.

All trains approach and pass through these points under control expecting to find foreign line trains entering or leaving main 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.

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 Belt Junction on old line.

North Yard,	Pittsburg.
Second District.	Third District.
Baxter Springs, Neosho,	Watts, Heavener.
Pittsburg, Watts.	Spiro,
Joplin,	

Fourth District.	Ft. Smith District.
Heavener, DeQueen Yard	
DeQueen,	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.
 Class H, H-1, G, G-1, G-2 and J locomotives cannot be operated.

Fort Smith District.

Class G, G-1 and G-2 locomotives cannot be operated;
 Class J locomotives can be operated between Spiro and Braden.

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

Locomotives will not be double headed over this bridge.

Class J. Locomotives

Will not be operated on track laid with 60-lb. rail.

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

First District.	Second District.
KansasCity.25 miles per hour.	Pittsburg .15 miles per hour.
Drexel. . . .25 " " " "	Asbury. . . .15 " " " "
Merwin. . . .30 " " " "	Joplin. . . .15 " " " "
Amsterdam.20 " " " "	Neosho. . . .20 " " " "
Richards. .25 " " " "	Anderson .20 " " " "
Mulberry. .20 " " " "	Noel. . . .20 " " " "
Pittsburg. .15 " " " "	Decatur. .15 " " " "
Fourth District.	Ft. Smith District.
Mena (four principal street crossings).15 miles per hour.	Ft. Smith .10 miles per hour.
DeQueen. .15 " " " "	

KANSAS CITY SOUTHERN EMPLOYEES' HOSPITAL ASSOCIATION STAFF

J. N. CHRISTENSEN, Supervisor, Room 800 Kansas City Southern Building, Kansas City, Mo.

Dr. Walter P. Miller.....Chief Surgeon. . . .	Kansas City, Mo.
" Cranston G. Vincent.Asst. Chief Surgeon..	" " "
" M. B. Simpson.....Eye, Ear, Nose, Throat.	" " "
" J. W. Sherer....." " " "	" " "
" W. L. McBride.....Dermatologist. . . .	" " "
" C. C. Dennie....." " " "	" " "
" J. H. Cooper.....Neurologist. . . .	" " "
" Hermon S. Major...Neuropsychiatrist . . .	" " "
" E. L. Hinshaw.....Dentist. . . .	" " "
" B. W. Vincent....." " " "	" " "
" O. Duncan. . . .	" " "
" J. Hall. . . .Consulting Physician.	" " "
" W. M. Clemmons. . . .	" " "
" P. T. Bohan. . . .	" " "
" C. B. Francisco. . . .	" " "
" J. J. Davis.....Asst. Physician	" " "
" J. E. Dibble.....Asst. Phys. (Colored)	" " "
" S. S. Hill.....Dentist (Colored)	" " "
" W. C. Anderson....Local Physician. East	" " "
" J. F. Hassig....." " " "	Kansas City, Kas.
" L. D. Mable.....Asst. Local Physician.	" " "
" J. S. Bennett.....Local Physician.....	Independence, Mo.
" W. A. Moore....." " " "	Cleveland, Mo.
" B. O. Hartwell....." " " "	Drexel, Mo.
" J. M. Smith....." " " "	Amoret, Mo.
" J. C. Chambers....." " " "	Hume, Mo.
" Wm. H. Allen, Jr....Asst. Local Physician.	" " "
" W. A. Bewley.....Dentist. . . .	" " "
" N. B. Primm.....Local Physician	Deerfield, Mo.
" J. G. Sandidge....." " " "	Mulberry, Mo.
" A. W. Sandidge. . . .	" " "
" E. C. McDonald....Division Surgeon. . . .	Pittsburg, Kas.
" F. H. Rush.....Asst. Div. Surgeon... "	" " "
" H. L. Stelle.....Eye, Ear, Nose, Throat. "	" " "
" H. Marion Grandle..Dentist. . . .	" " "
" H. M. Grandle.....Asst. Dentist. . . .	" " "
" F. S. Robinson....." " " "	" " "
" J. H. Boswell.....Local Physician.....	Baxter Springs.
" C. L. Alberty....." " " "	Carl Junction, Mo.
" A. M. Gregg....." " " "	Joplin, Mo.
" M. O. Coombs....." " " "	" " "
" L. C. Chenoweth....Asst. Local Physician.	" " "
" J. Albert Chenoweth.Asst. Physician	" " "
" Chas. T. Reid.....Oculist. . . .	" " "
" R. L. Willis.....Local Physician.....	Neosho, Mo.
" O. A. Sale....." " " "	" " "
" M. C. Bowman.....Asst. Local Physician.	" " "

Dr. W. W. Frazier.....Local Physician.....	Goodman, Mo.
" S. B. Buck....." " " "	Anderson, Mo.
" H. A. Leaming....." " " "	Noel, Mo.
" J. S. Thompson....." " " "	Gravette, Ark.
" F. G. Eubanks....." " " "	Decatur, Ark.
" Rex Williams....." " " "	Siloam Springs.
" L. L. Scott....." " " "	" " "
" H. M. Flickinger...Dentist. . . .	" " "
" Rex Williams.....Div. Surgeon.....	Watts, Okla.
" E. P. Green.....Local Physician.....	Westville, Okla.
" W. M. McAnally....Dentist. . . .	Stilwell, Okla.
" J. A. Cheek.....Local Physician.....	Sallisaw, Okla.
" J. A. Morrow.....Asst. Local Physician.	" " "
" A. M. Mixon.....Local Physician	Spiro, Okla.
" W. C. Gilliam.....Asst. Local Physician.	" " "
" G. E. Hartshorn....Oculist. . . .	" " "
" Arthur F. Hoge....Division Surgeon	Fort Smith, Ark.
" H. H. Smith.....Asst. Div. Surgeon... "	" " "
" W. C. Eberle....." " " "	" " "
" E. C. Moulton.....Oculist. . . .	" " "
" D. W. Goldstein....Dermatologist. . . .	" " "
" W. D. Powell.....Dentist. . . .	" " "
" E. L. Collins.....Local Physician.....	Panama, Okla.
" Earl M. Woodson... " " " "	Poteau, Okla.
" W. L. Shippey....." " " "	" " "
" James R. Baker....Dentist. . . .	" " "
" W. K. Baker.....Asst. Dentist. . . .	" " "
" S. C. Dean.....Local Physician.....	Howe, Okla.
" E. N. Fair.....Division Surgeon	Heavener, Okla.
" John Harvey. . . .Asst. Div. Surgeon... "	" " "
" M. L. Henry....." " " "	" " "
" F. P. Blair.....Dentist. . . .	" " "
" L. D. Duncan.....Local Physician.....	Waldron, Ark.
" B. W. Duncan....." " " "	" " "
" R. R. Wilson.....Dentist. . . .	" " "
" J. D. Thornton....Local Physician.....	Forester, Ark.
" J. T. Bogard....." " " "	Mena, Ark.
" H. G. Heller....." " " "	" " "
" Pierre Redman	" " "
" C. A. Campbell...." " " "	Hatfield, Ark.
" T. B. Young....." " " "	Cove, Ark.
" F. A. Lee....." " " "	Vandervoort, Ark.
" F. C. Mullins....." " " "	Wickes, Ark.
" B. E. Hendrix....." " " "	Gilham, Ark.
" C. A. Archer.....Division Surgeon	DeQueen, Ark.
" C. C. Hanchey....Asst. Div. Surgeon... "	" " "
" Isaac G. Jones....." " " "	" " "
" G. L. Kimball....." " " "	" " "
" C. M. Gore.....Dentist. . . .	" " "

FIRST DISTRICT—Air Line Junction to Pittsburg

SOUTH BOUND						TIME TABLE No. 25 Effective JUNE 12, 1938	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
SECOND CLASS		FIRST CLASS		STATIONS	Week Days.				Sundays and Holidays.	
77 Merchandise Special	41 Manifest Freight	15 The Flying Crow	Depart Daily							Depart Daily	Depart Daily
				Lv 10.00PM		KANSAS CITY, U.S.	0	US	Continuous	Continuous
			Lv 10.20PM	Lv 10.15AM		PH AIR LINE JCT.	5.3	CS	Continuous	Continuous
						Mo. Pac. Crossing	5.4			
						Alton Crossing	5.7			
						K. C. T. Crossing	6.1			
			10.25	10.20	Lv 10.15PM	PH BIG BLUE JCT.	6.1			
						A. T. & S. F. Cross.				
			10.28	10.24	10.17	PH..Fifteenth Street	7.2			
						Mo. Pac. Crossing	7.7			
			10.35	10.30	10.22	PH...LEEDS	9.8			
			10.41	10.37	10.26	PH..EASTWOOD	12.6			
			10.53	10.53	10.33	PH...BRYANT	18.0			
			11.05	11.10	f 10.40	GRANDVIEW	23.4	VG	8.30A-5.30P	8.45A-10.45A
			11.13	11.17	10.45	ROBINSON	27.3			
			11.25	11.25	10.51	PH..JAUDON	32.6			
			11.36	11.35	f 10.59	PH..CLEVELAND	38.8			
			11.41	11.41	11.02	WEST LINE	41.6			
			11.44	11.44	11.05	PH...BACON	43.5			
			11.54PM	11.53AM	f 11.13	PH...LISLE	48.2			
			12.04AM	12.03PM	f 11.20	PH...DREXEL	53.3	DX	8A-4P 6P-2A	12.30P-2.30P 6P-2A
			12.12	12.13	f 11.28	PH...MERWIN	58.6			
			12.18	12.21	f 11.33	PH AMSTERDAM	62.5	DA	7.45A-4.45P	None
			12.28	12.35	f 11.41	PH...AMORET	69.0			
						Mo. Pac. Crossing	74.2			
			12.39	12.50	f 11.52PM	PH...TIGER	75.0	GR	9A-5P 9P-5A	9A-5A 9P-5A
			12.48	1.08	f 12.01AM	PH...HUME	80.8	HM	7A-4P	None
			12.56	1.20	12.08	PH...AMOS	86.0			
			1.01	1.26	f 12.12	PH..STOTESBURY	89.2			
			1.10	1.35	s 12.22	...RICHARDS	93.7	R	7A-4P	None
						Mo. Pac. Crossing	93.9			
			1.21	1.45	12.29	PH...EVE	99.4	KY	7P-4A	7P-4A
			1.30	1.56	12.35	PH...SWART	104.8			
			1.38	2.05	12.41	PH...HARR	109.6			
			1.43	2.10	12.45	PH OSKALOOSA	112.7			
						St. L. & S. F. Crossing	114.7			
			1.53	2.23	f 12.54	PH..MULBERRY	118.2	KN	9A-6P	None
						St. L. & S. F. Crossing	119.4			
			1.58	2.29	12.58	PH...FULLER	120.7			
						Mo. Pac. Crossing	123.0			
						A. T. & S. F. Crossing	125.9			
			Ar 2.10AM	Ar 2.45PM	1.07	PH..NORTH YARD	127.6	NY	Continuous	Continuous
						A. T. & S. F. Crossing	129.0			
						Mo. Pac. Crossing	129.1			
					Ar 1.10AM	PH..PITTSBURG	129.3	DO	Continuous	Continuous
			Arrive Daily	Arrive Daily	Arrive Daily	129.3				
			3.50	4.30	3.10	Time on District				

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

Note: No. 15 on request of postal clerk will stop Saturdays at West Line to unload parcel post.

FIRST DISTRICT—Pittsburg to Air Line Junction

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.		Capacity of Passing Tracks.		Distance from Port Arthur.		NORTH BOUND			Location of Mail Cranes. Mile No.	
						TIME TABLE No. 25				
						Effective JUNE 12, 1938				
						STATIONS				
		FIRST CLASS		SECOND CLASS						
		16 The Flying Crow		42 Manifest Freight		88 Merchandise Special				
		Arrive Daily		Arrive Daily		Arrive Daily				
		785.7	KANSAS CITY, U.S.	Ar	9.50AM					
		780.4	PH. AIR LINE JCT.	Ar		4.15PM	Ar	12.30AM		
		780.3	.. Mo. Pac. Crossing							
		780.0	.. Alton Crossing							
Connection Interlocked		779.6	.. K. C. T. Crossing							
Connection Interlocked		779.6	PH. BIG BLUE JCT.	Ar	9.38AM	4.09		12.23		
			.. A. T. & S. F. Cross.							
W	93	778.5	PH. Fifteenth Street		9.34	4.05		12.19		
Interlocked		778.0	.. Mo. Pac. Crossing							
		775.9	PH. LEEDS		9.29	3.57		12.11		
		773.1	PH. EASTWOOD		9.25	3.51		12.04AM		
		767.7	PH. BRYANT		9.17	3.42		11.55PM		
		762.3	.. GRANDVIEW	f	9.10	3.32		11.45		
		758.4	.. ROBINSON		9.04	3.24		11.36		
		753.1	PH. JAUDON		8.58	3.08		11.25		
		746.9	PH. CLEVELAND	f	8.51	2.49		11.14		
		744.1	.. WEST LINE		8.48	2.41		11.09		
		742.2	PH. BACON		8.45	2.35		11.05		
7 W	64	737.5	PH. LISLE	f	8.39	2.25		10.50		
		732.4	PH. DREXEL	s	8.32	2.15		10.40		
		727.1	PH. MERWIN	f	8.22	2.00		10.30		
		723.2	PH. AMSTERDAM	f	8.17	1.50		10.23		
		716.7	PH. AMORET	f	8.08	1.35		10.12		
Interlocked		711.5	.. Mo. Pac. Crossing							
		710.7	PH. TIGER	f	7.59	1.20		10.00		
		704.9	PH. HUME	f	7.52	1.08		9.52		
		699.7	PH. AMOS		7.45	12.59		9.42		
		696.5	PH. STOTESBURY	f	7.41	12.53		9.36		
		692.0	.. RICHARDS	f	7.35	12.45		9.26		
		691.8	.. Mo. Pac. Crossing							
		686.3	PH. EVE		7.28	12.37		9.17		
		680.9	PH. SWART		7.22	12.28		9.10		
		676.1	PH. HARR		7.17	12.20		9.04		
		673.0	PH. OSKALOOSA		7.13	12.15		9.00		
Interlocked		671.0	.. St. L. & S. F. Crossing							
		667.5	PH. MULBERRY	f	7.06	12.04PM		8.49		
Interlocked		666.3	.. St. L. & S. F. Crossing							
		665.0	PH. FULLER		7.02	11.59AM		8.44		
Interlocked		662.7	.. Mo. Pac. Crossing							
Gated		659.8	.. A. T. & S. F. Crossing							
Yd. O W C ST		658.1	PH. NORTH YARD		6.53	Lv 11.45AM	Lv	8.30PM		
Connection		656.7	.. A. T. & S. F. Crossing							
Connection		656.6	.. Mo. Pac. Crossing							
Y YARD		656.4	PH. PITTSBURG	Lv	6.50AM					
		129.3			Depart Daily	Depart Daily		Depart Daily		
			Time on District		3.00	4.30		4.00		

Water Tanks Between Stations.
1.5 Mile North of Tiger.
1.3 Mile North of Stotesbury.

Sidings and Spurs Between Stations.		
	Mile No.	Car Capac.
West Belton....	29	14
Sinclair.	78	200
Reo.	102	6
Tower Coal Co. . .	116	40
No. 9 Lead.	118	54

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. 25		Distance from Kansas City.	Office Code.	Hours of Telegraph Service.	
					211 M. & A. Freight	91 A. T. & S. F. Freight	41 Manifest Freight	77 Merchandise Special	15 The Flying Crow	Effective JUNE 12, 1938		Week Days.	Sundays and Holidays.				
					Depart Daily	Depart Daily Ex. Sunday	Depart Daily	Depart Daily	Depart Daily	STATIONS							
						Lv 5.15AM	Lv 3.15PM	Lv 2.30AM	Lv 1.07AM	PH. NORTH YARD..	127.6	NY	Cont.	Cont.			
							3.20	2.35	1.10 1.20	PH. PITTSBURG . . .	129.3	DO	Cont.	Cont.			
										. . . A. T. & S. F. Crossing.	129.5						
										. . . A. T. & S. F. Crossing.	129.6						
										. . . St. L. & S. F. Crossing.	129.7						
										. . . St. L. & S. F. Crossing.	129.8						
						5.27	3.35	2.47	1.29	. . . KNIVETON . . .	135.3						
						5.34	3.41	2.53	1.34	PH. K. O. G. JCT. . .	139.1						
										. . . St. L. & S. F. Crossing.	139.9						
						5.37	3.44	2.55	1.37	. . . ASBURY . . .	140.4						
						5.50	3.55	3.08	1.45	PH. GULFTON . . .	147.2						
						5.56	4.00	3.13	1.50	. . . St. L. & S. F. Crossing.	150.4						
										PH. CHAT JCT. . .	150.4						
					Lv 9.30AM	Ar 6.05AM	4.20	3.20	s 2.10	UNION DEPOT	154.3	JO	Cont.	Cont.			
										. . . JOPLIN . . .	154.3						
										. . . St. L. & S. F. Crossing.	154.8						
										. . . St. L. & S. F. Crossing.	154.9						
						9.52	4.33	3.34	2.20	PH. SAGINAW . . .	160.0						
						10.03	4.40	3.43	2.27	PH. TIPTON FORD . .	165.1						
						10.13	4.50	3.55	2.35	. . . DALBY . . .	170.5						
										. . . St. L. & S. F. Crossing.	172.6						
					Ar 10.20AM		5.15	4.05	s 3.00	PH. NEOSHO . . .	174.0	ON	Cont.	Cont.			
							5.35	4.18	3.14	PH. McELHANY . . .	180.7						
							5.41	4.24	s 3.20	. . . GOODMAN . . .	184.5	MS	8A-5P	None			
							5.48	4.29	s 3.25	. . . ELLIFF . . .	188.0						
							5.58	4.35	s 3.32	. . . ANDERSON . . .	191.6	RS	8A-5P	None			
							6.09	4.46	s 3.39	. . . LANAGAN . . .	195.1	AG	9A-6P	9A-6P			
							6.21	4.57	s 3.49	. . . NOEL . . .	200.6	NE	8A-5P	None			
							6.30	5.05	s 3.57	. . . SULPHUR SPGS. . .	205.3	SU	9A-6P	None			
										. . . St. L. & S. F. Crossing.	209.8						
							6.43	5.16	s 4.07	. . . GRAVETTE . . .	209.8	BO	9A-6P	None			
							6.49	5.21	4.16	PH. DORSEY . . .	213.6						
							6.57	5.29	s 4.24	. . . DECATUR . . .	216.9	DE	8A-5P	None			
							7.07	5.40	s 4.34	. . . GENTRY . . .	222.3	RY	7A-4P	None			
							7.20	5.51	s 4.46	. . . SILOAM . . .	229.3	SX	7A-4P	7A-9A			
					Ar 7.30PM	Ar 6.00AM	Ar 4.55AM	Ar 4.55AM	Ar 4.55AM	PH. WATTS . . .	235.9	WS	Cont.	Cont.			
					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	106 6							
					0.50	0.50	4.15	3.30	3.48	Time on District							

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

Location of Mail Cranes

	Sidings and Spurs Between Stations.	Mile No.	Car Capacity		Mile No.
	Joplin-Pittsburg R. R. Co.	140	Conn	Asbury	140.3
	Southwest Lime Co.	173	40	Goodman	184.6
	Southwest Lime Co.	205	6	Anderson	191.7
	Rogers-White Lime Co. Spur	235	11	Lanagan	195.2
				Noel	200.6
				Sulphur Springs	205.4
				Gravette	209.9
				Decatur	216.9
				Gentry	222.5

Webb City Branch.
(3.8 miles)

Distance from Kansas City	Capacity of Sidings	
150.4	8	Chat Junction
154.2	98	Webb City

Additional flag stop for Train No. 15, May
1st to September 30th, inclusive.

Elk Springs. Mile No. 198

SECOND DISTRICT—Watts to Pittsburg

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. 25 Effective JUNE 12, 1938	NORTH BOUND						
				FIRST CLASS	SECOND CLASS		THIRD CLASS			
				16 The Flying Crow	42 Manifest Freight	88 Merchandise Special	92 A. T. & S. F. Freight	212 M. & A. Freight		
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily		
STATIONS										
Yard O W C 8 T		658.1	PH. NORTH YARD . . .	Ar 6.53AM	Ar 11.15AM	Ar 8.05PM				
Y Yard		656.4	PH. PITTSBURG . . .	6.50 6.45	11.10	8.00	Ar 9.30AM			
Connection		656.2	.A. T. & S. F. Crossing.							
Connection		656.1	.A. T. & S. F. Crossing.							
Connection Gated		656.0	.St. L. & S. F. Crossing.							
15		655.9	.St. L. & S. F. Crossing.							
Branch	88	650.4	. . . KNIVETON . . .	6.32	10.57	7.49	9.15			
Interlocked		646.6	PH. K. O. G. JOT . . .	6.27	10.48	7.43	9.07			
16		645.8	.St. L. & S. F. Crossing.							
Connection Interlocked	77	645.3	. . . ASBURY . . .	6.25	10.45	7.40	9.03			
Branch	77	638.5	PH. GULFTON . . .	6.16	10.31	7.29	8.47			
		635.3	.St. L. & S. F. Crossing.							
			PH. CHAT JCT.	6.11	10.24	7.24	8.40			
T W S Yard Connection	85	631.4	UNION DEPOT . . .	S 6.05	10.15	7.15	Lv 8.30AM	Ar 5.05PM		
		630.9	.St. L. & S. F. Crossing.							
		630.8	.St. L. & S. F. Crossing.							
	65	625.7	PH. SAGINAW . . .	5.48	9.52	7.00		4.50		
11		620.6	PH. TIPTON FORD . .	5.40	9.43	6.52		4.40		
Interlocked Connection	85	615.2	. . . DALBY . . .	5.33	9.34	6.43		4.28		
		613.1	.St. L. & S. F. Crossing.							
YW Yard Connection	81	611.7	PH. . . NEOSHO . . .	S 5.28	9.27	6.35		Lv 4.20PM		
14		605.0	PH. McELHANY . . .	5.11	9.08	6.19				
Y 47		601.2	. . . GOODMAN . . .	f 5.05	9.01	6.12				
13		597.7	. . . ELLIFF . . .	4.58	8.52	6.03				
76		594.1	. . . ANDERSON . . .	f 4.53	8.46	5.58				
OWC 88		590.6	. . . LANAGAN . . .	f 4.46	8.40	5.52				
32		585.1	. . . NOEL . . .	f 4.38	8.30	5.42				
7	W 46	580.4	. . . SULPHUR SPGS. . .	f 4.30	8.22	5.35				
Interlocked Connection	E 52	575.9	.St. L. & S. F. Crossing.							
46		575.9	. . . GRAVETTE . . .	S 4.23	8.13	5.27				
W		572.1	PH. . . DORSEY . . .	4.16	8.05	5.19				
40		568.8	. . . DECATUR . . .	S 4.11	7.59	5.13				
50		563.4	. . . GENTRY . . .	S 4.00	7.47	5.02				
W Yard	W 50	556.4	. . . SILOAM . . .	S 3.49	7.32	4.50				
W C T O Yard	E 55	549.8	PH. . . WATTS . . .	Lv 3.37AM	Lv 7.15AM	Lv 4.35PM				
		106.6		Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Sunday	Depart Daily		
			Time on District	3.16	4.00	3.30	1.00	0.45		

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

Additional flag stop for Train No. 16, May 1st to September 30th, inclusive.

Elk Springs Mile No. 198

SOUTH BOUND			NORTH BOUND		
SECOND CLASS	Distance From Kansas City	BAXTER SPRINGS BRANCH—20.4 MILES	Capacity of Sidings	Office Call	SECOND CLASS
177 Freight		STATIONS			188 Freight
Depart Daily					Arrive Daily
Lv 6.15AM	139.1	PH. K. O. G. JOT . . .	17		Ar 2.30PM
6.30	L 142.3	. . . CARTER . . .	61		2.16
6.36	L 144.3	. . . LAWTON . . .	10		2.10
	L 146.7	. . . BARNES SPUR . . .	4		
6.50	L 148.3	. . . CRESTLINE . . .	60		1.55
	L 148.6	.St. L. & S. F. R. R. Cross.	Gated		
	L 152.8	.M.-K.-T. R. R. Cross.	Gated		
	L 158.8	.St. L. & S. F. R. R. Cross.	Interlocked		
Ar 7.30AM	L 159.5	.BAXTER SPRINGS.	100	X	Lv 1.15PM
Arrive Daily		20.4			Depart Daily

THIRD DISTRICT—Watts to Heavener

SOUTH BOUND				TIME TABLE No. 25 Effective JUNE 12, 1938			Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
SECOND CLASS		FIRST CLASS			STATIONS	Week Days.			Sundays and Holidays.	
41 Manifest Freight	77 Merchandise Special	15 The Flying Crow								
Depart Daily	Depart Daily	Depart Daily								
Lv 7.40PM	Lv 6.10AM	Lv 5.00AM			PH... WATTS.....	235.9	WS	Continuous	Continuous	
7.43	6.13	5.03			..... BALLARD.....	237.4			
					..... St. L. & S. F. Crossing.....	244.0			
8.00	6.28	s 5.15			..... WESTVILLE.....	244.3	VI	7A-4P	None
8.10	6.36	f 5.24			PH... BARON.....	249.9				
8.31	6.53	s 5.38			..... STILWELL.....	258.2	Z	1A-5P	1A-5P
8.39	6.58	5.44			..... BLANCK.....	262.1			
8.45	7.03	5.50			PH... LYONS.....	265.7				
8.54	7.11	f 5.58			..... BUNCH.....	271.6	BN	6A-3P	6A-8A
9.03	7.20	6.07			PH... WINDSOR.....	277.6				
9.08	7.25	f 6.12			..... MARBLE CITY.....	281.1			
9.16	7.33	6.19			..... BRUSHY.....	286.5			
					..... Mo. Pac. Crossing.....	290.5			
9.26	7.41	s 6.28			..... SALLISAW.....	291.2	CK	6A-3P	6A-3P
9.41	7.55	f 6.40			PH... GANS.....	299.4				
9.55	8.07	f 6.49			PH... REDLAND.....	306.4				
					..... SPIRO.....	311.7	DG	Continuous	Continuous
10.25	8.16	s 7.05			PH... COAL CREEK.....	315.7				
10.32	8.23	7.11			PH... PANAMA.....	317.3	JA	6.45A-3.45-P	6.45A-8.45-A	
10.35	8.26	f 7.14			..... Mid. Valley Crossing.....	319.8			
10.40	8.31	f 7.18			..... SHADY POINT.....	325.5			
					..... St. L. & S. F. Crossing.....	326.3			
10.55	8.43	s 7.33			PH... POTEAU.....	326.3	AU	7A-4P	None	
					..... C. R. I. & P. Crossing.....	333.0			
11.25	8.55	s 7.52			PH... HOWE.....	333.0	BX	Continuous	Continuous	
Ar 11.35PM	Ar 9.05AM	Ar 8.00AM			PH... HEAVENER.....	338.0	HV	Continuous	Continuous	
Arrive Daily	Arrive Daily	Arrive Daily			102.1					
3.55	2.55	3.00			Time on District					

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

Sidings and Spurs Between Stations.

	Mile No.	Car Capacity
Sallisaw Compress Co.....	291	17
Hines Koble Sand Co.....	308	84
A. D. Clark Coal Co.....	322	17
Poteau Mining Co.....	323	30
LeFlore Coal Co.....	325	11

**Water Tanks Between Stations.
0.7 mi. south of Bunch.**

THIRD DISTRICT—Heavener to Watts

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Pasing Tracks.	Distance from Port Arthur.	NORTH BOUND						
			TIME TABLE No. 25 Effective JUNE 12, 1938						
			STATIONS	FIRST CLASS	SECOND CLASS				
				16 The Flying Crow	42 Manifest Freight	88 Merchandise Special			
	Arrive Daily	Arrive Daily	Arrive Daily						
OWCT Yard	75	549.8	PH...WATTS.....	Ar 3.32AM	Ar 7.00AM	Ar 4.25PM			
15		548.3	.....BALLARD.....	3.30	6.57	4.22			
Connection Gated		541.7	St. L. & S. F. Crossing						
63	91	541.4	.....WESTVILLE.....	s 3.21	6.47	4.10			
26	81	535.8	PH...BARON....	f 3.11	6.36	3.57			
WT Yard	77	527.5	.....STILWELL.....	s 2.59	6.15	3.44			
9	55	523.6	.....BLANCK.....	2.51	6.02	3.37			
8	111	520.0	PH...LYONS.....	2.46	5.50	3.29			
83	69	514.1	.....BUNCH.....	f 2.39	5.30	3.19			
	81	508.1	PH...WINDSOR.....	2.31	5.17	3.08			
18	81	504.6	.....MARBLE CITY.....	f 2.27	5.10	3.02			
Interlocked Connection		499.2	.....BRUSHY.....	2.20	4.58	2.53			
OWC 82	N 51	495.2	Mo. Pac. Crossing						
22	S 62	494.5	.....SALLISAW.....	s 2.14	4.48	2.44			
26	81	486.3	PH...GANS.....	2.01	4.29	2.29			
Yard Y W	80	474.0	.....SPIRO.....	s 1.45	4.05	2.10			
Connection		470.0	PH.COAL CREEK....	1.32	3.45	2.00			
Y 207 Connection Gated	N 55	468.4	PH...PANAMA.....	f 1.30	3.41	1.57			
52	S 82	465.9	Mid. Valley Crossing						
Interlocked W Y Yard Connection	E 64	460.2	.....SHADY POINT... St. L. & S. F. Crossing	1.26	3.36	1.53			
Interlocked—Connection Yard Y COWST	W 52	459.4	PH...POTEAU.....	s 1.18	3.23	1.42			
	81	452.7	C. R. I. & P. Crossing						
		447.7	PH...HOWE.....	s 1.02	3.10	1.30			
			PH...HEAVENER....	Lv 12.50AM	Lv 3.00AM	Lv 1.20PM			
			102.1	Depart Daily	Depart Daily	Depart Daily			
			Time on District	2.42	4.00	3.05			

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

Location of Mail Cranes.

	Mile No.
Westville.	244.4
Baron.	250.0
Stilwell.	258.4
Bunch.	271.7
Marble City.	281.2
Sallisaw.	291.3
Gans.	299.6
Panama.	317.4
Shady Point.	320.0
Poteau.	326.4

FOURTH DISTRICT—Heavener to De Queen

SOUTH BOUND

	SECOND CLASS			FIRST CLASS	TIME TABLE No. 25 Effective JUNE 12, 1938	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
	41 Manifest Freight	77 Merchandise Special	15 The Flying Crow	STATIONS				Week Days.	Sundays and Holidays.
	Depart Daily	Depart Daily	Depart Daily						
Lv	12.05 ^{AM}	Lv 9.10 ^{AM}	Lv 8.10 ^{AM}	PH..HEAVENER.....	338.0	HV	Continuous	Continuous	
	12.12	9.17	f 8.17	PH..HODGENS.....	342.0				
				BLACK FORK TANK	346.9				
	12.32	9.25	f 8.27	PH...ZOE.....	347.9				
	12.40	9.28	f 8.30	.....STAPP.....	348.9			
	12.57	9.45	s 8.42	PH...PAGE.....	354.7	P	8.15A-5.15P	8.15A-10.15A	
			8.53	...FOGEL SPUR...	360.1				
	1.15	9.59	8.55	PH...HOWARD.....	361.8				
	1.35	10.12	f 9.09	PH.RICH MOUNTAIN	367.2				
	1.42	10.16	f 9.13	...EAGLETON...	369.3				
	1.52	10.24	9.22	PH...ACORN.....	374.7				
	2.05	10.32	s 9.35	PH...MENA.....	379.8	NA	9A-5P 10.30P-6.30A	9A-5P 10.30P-6.30A	
	2.16	10.43	f 9.48	PH...POTTER.....	386.4				
	2.28	10.53	s 9.58	...HATFIELD.....	392.2	HD	8A-5P	9.15A-11.15A	
	2.38	11.02	s 10.07	...COVE.....	396.8	FO	8A-5P	None	
	2.47	11.10	s 10.16	...VANDERVOORT..	401.8	JS	8A-5P	9.45A-11.45A	
	2.52	11.14	f 10.20	PH...HATTON.....	403.8				
	3.01	11.23	f 10.29	...WICKES.....	408.8	KD	8A-5P	9.45A-11.45A	
	3.10	11.30	f 10.37	PH...GRANNIS.....	413.4				
	3.20	11.40	10.46	...MINERAL.....	419.0				
	3.24	11.44	s 10.51	...GILLHAM.....	421.2	G	8A-5P	10.15A-12.15P	
	3.31	11.50 ^{AM}	10.57	PH...KINGS.....	424.7				
	Ar 3.45 ^{AM}	Ar 12.03 ^{PM}	11.09	PH..DE QUEEN YD..	432.9				
			Ar 11.10 ^{AM}	PH..De Queen Pass. Depot..	433.3	YD	Continuous	Continuous	
	Arrive Daily	Arrive Daily	Arrive Daily	95.3					
	3.40	2.53	3.00	Time on District					

Sidings and Spurs Between
Stations.

Mile Car
No. Capac.

Rebold Spur... 397 20

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

FOURTH DISTRICT—De Queen to Heavener

Capacity of Other Track Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 25 Effective JUNE 12, 1938	NORTH BOUND		
				FIRST CLASS	SECOND CLASS	
				16 The Flying Crow	88 Merchandise Special	42 Manifest Freight
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily
Yard COWBT	.....	447.7	PH..HEAVENER.....	Ar 12.45AM	Ar 1.10PM	Ar 2.30AM
17	77	443.7	PH...HODGENS..... 4.0	12.39	1.02	2.20
W	.....	438.8	BLACK FORK TANK 4.9			
	76	437.8	PH...ZOE..... 1.0	12.32	12.53	2.10
11	.....	436.8	.....STAPP..... 1.0	f 12.30	12.51	2.08
W 60 Connection	75	431.0	PH...PAGE..... 5.3	s 12.22	12.42	1.57
W 7	.....	425.6	.....FOGEL SPUR..... 5.4			
12	77	424.4	PH...HOWARD..... 1.2	12.12	12.32	1.46
30	75	418.5	PH RICH MOUNTAIN 5.9	12.03AM	12.23	1.35
8	.....	416.4	.....EAGLETON..... 2.1	f 11.58PM	12.17	1.28
9	77	411.0	PH...ACORN..... 5.1	11.48	12.03PM	1.12
WO 224	E 61 W 88	405.9	PH...MENA..... 5.1	s 11.39	11.53AM	1.00
18	72	399.3	PH...POTTER..... 5.3	11.25	11.38	12.45
34	68	393.5	.....HATFIELD..... 4.6	f 11.17	11.29	12.35
47	19	388.9	.....COVE..... 5.0	f 11.08	11.21	12.27
W 43	66	383.9	..VANDERVOORT.. 2.0	f 10.59	11.10	12.19
25	.....	381.9	PH...HATTON..... 5.0	10.55	11.00	12.15
24	77	376.9	.....WICKES..... 4.6	f 10.47	10.48	12.04AM
41	38	372.3	PH..GRANNIS..... 5.6	10.38	10.37	11.56PM
9	.....	366.7	.....MINERAL..... 2.2	10.30	10.20	11.45
W 32	76	364.5	.....GILLHAM..... 3.5	s 10.26	10.15	11.40
11	76	361.0	PH...KINGS..... 8.2	s 10.19	10.07	11.32
Y W T O Yard	.....	352.8	PH..DE QUEEN YD.. 0.4	10.08	Lv 9.50AM	Lv 11.15PM
			PH..De Queen Pass. Depot..	Lv 10.05PM		
		95.3		Depart Daily	Depart Daily	Depart Daily
		Time on District		2.40	3.20	3.15

Location of Moll Cranes.

	Mile No.
Hodgens.	342.1
Zoe.	348.0
Stapp.	349.0
Rich Mountain	367.2
Eagleton.	369.5
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

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

FORT SMITH DISTRICT—Fort Smith to Spiro

SOUTH BOUND						TIME TABLE No. 25 Effective JUNE 12, 1938	Distance from Kansas City.	Hours of Telegraph Service and Office Calls.	
FIRST CLASS									
281 Fl. S. & W. Mixed		109 Mixed		115 Mixed					
Depart Daily		Depart Daily		Depart Daily		STATIONS			
			Lv	6.15AM	Lv	12.50AM	... FORT SMITH ...	A328.1	FI Daily 5.45A-2.45P 4.00P-1.00A
							... End Double Track ...	A327.8	
			Lv	5.45PM		6.20	... FT. S. & W. JCT. ...	A327.2	
				5.47		6.21	... Mo. Pac. Crossing ...	A327.1	
						12.55	... S. F. JUNCTION ...	A327.1	
				6.00	f	6.28	... St. L. & S. F. Crossing ...	A327.1	
				6.10	f	6.37	... PENO ...	A323.6	
			Ar	6.32PM	Ar	6.55AM	... BRADEN ...	A319.4	
					Ar	1.30AM	... SPIRO ...	A311.5	DG Continuous
			Arrive Daily		Arrive Daily				
				0.47		0.40			
						0.40	Time on District		

THE SUPERIOR DIRECTION OF TRAINS IS SOUTH.

THE ARKANSAS WESTERN RAILWAY COMPANY

SIDINGS AND SPURS BETWEEN STATIONS	SOUTH BOUND		TIME TABLE No. 25 Effective JUNE 12, 1938	Distance from Heavener.	Hours of Telegraph Service.	
	SECOND CLASS					
	3 Mixed					
	Depart Mon., Wed., and Fri.		STATIONS			
		Lv	10.30AM	PH... HEAVENER....	0	Continuous
			11.00	... LANK ...	5.8	
			11.30	... COALDALE ...	10.0	
			11.50AM	... BATES ...	13.5	
			12.15PM	... CAUTHRON ...	19.1	
			12.30	... OLIVER ...	21.3	
			12.50	... HON ...	25.9	
			2.00	PH... WALDRON ...	31.9	
			2.40	PHCALLAHAN SPUR	40.8	
			3.00	PHHAZEL CREEK...	44.2	
			3.10	PH... PARKS ...	45.8	
			3.40	... CEDAR CREEK ...	53.2	
		Ar	4.10PM	PH... FORESTER ...	55.9	
		Arrive Mon., Wed., and Fri.			55.9	
			5.40	Time on Road		

	Mile No.	Car Capacity
Lee Taylor Coal Co.....	9	5
Royal Superior Coal Co...	9	8
National Coal Spur.....	14	41

See opposite page for
Special Rules

FORT SMITH DISTRICT—Spiro to Fort Smith

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Ft. Smith.	TIME TABLE No. 25 Effective JUNE 12, 1938			NORTH BOUND								
			STATIONS	FIRST CLASS										
				116 Mixed	282 Ft. S. & W. Mixed	106 Mixed						Arrive Daily	Arrive Daily	Arrive Daily
				Ar	Ar	Ar								
S W C Y Yard			FORT SMITH	Ar 2.45AM			Ar 8.05AM							
		0.3	End Double Track											
Connection		0.9	FT. S. & W. JCT.	2.36	Ar	7.50AM	7.56							
Connection		1.0	Mo. Pac. Crossing											
Connection		1.0	S. F. JUNCTION	2.35		7.45	7.55							
		1.0	St. L. & S. F. Crossing											
40		4.5	PENNO	2.25		7.35	f 7.45							
40		8.7	BRADEN	2.15	f	7.22	f 7.35							
W Y Yard		16.6	SPIRO	Lv 1.55AM	Lv	7.00AM	Lv 7.15AM							
			16.6	Depart Daily		Depart Daily	Depart Daily							
			Time on District	0.50		0.50	0.50							

THE SUPERIOR DIRECTION OF TRAINS IS SOUTH.

THE ARKANSAS WESTERN RAILWAY COMPANY

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Forester	TIME TABLE No. 25 Effective JUNE 12, 1938		NORTH BOUND		<h3 style="margin: 0;">SPECIAL RULES</h3> <ol style="list-style-type: none"> 1. The superior direction of trains is south. 2. Trains will stop at Tyson, Bryan and Anderson Crossing 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. 	
			STATIONS	SECOND CLASS		Arrive Tues., Thurs., and Sat.		
				4 Mixed				
				Ar	Ar			
YW 15	11	55.9	PH...HEAVENER...	Ar 8.20PM				
17		50.1	LANK	7.50				
		14	45.9	COALDALE	7.15			
		10	42.4	BATES	7.00			
		10	36.8	CAUTION	6.40			
4		34.0	OLIVER	6.30				
		8	30.0	HON	6.15			
Y 20	27	24.0	PH..WALDRON....	5.50				
7		15.1	PH CALLAHAN SPUR	4.25				
		11.7	PH HAZEL CREEK..	4.00				
15		10.1	PH...PARKS.....	3.50				
		2.7	...CEDAR CREEK...	3.15				
YW 24	24	0	PH..FORESTER....	Lv 3.00PM				
			55.9	Depart Tues., Thurs., and Sat.				
			Time on Road	5.20				

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.
B-3.....	140, 143	16,800	67,500	119,560	182,760
C-2.....	85	28,158	121,650	176,733	252,000
D-5.....	361, 378	28,931	112,500	161,378	226,400
D-7.....	600 to 606	26,389	135,000	220,397	311,900
E-3.....	475, 483, 514, 516, 524	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, 490, 492, 493, 494, 499, 526, 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.....	491, 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, 557, 564	54,724	232,400	307,100	431,400
E-4.....	554, 559, 560	55,948	224,000	298,700	429,000
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 to 756	S. 147,220 C. 122,683	466,000	527,900	694,000
G-2.....	757 to 765	S. 147,220 C. 122,683	476,400	546,300	718,728
G-2.....	766	S. 147,220 C. 122,683	476,400	575,500	780,700
H.....	800 to 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

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons	CLASS	Numbers	Length in Feet	Tons
Baggage and Express.....	1	61	54	Coach-Diners, Air-Conditioned...	50 to 53	80	91
" " ".....	2	61	51	Chair Cars.....	215 to 219	60	51
" " ".....	13	61	53	" ".....	220 to 227	60	58
" " ".....	15	61	52	Official.....	97	70	80
" " ".....	17, 19 to 21	61	54	".....	98	70	67
" " ".....	31	54	48	".....	99	67	89
" " ".....	32	54	52	".....	100	66	76
" " ".....	33	54	46	".....	Key See	76	96
" " ".....	35	60	55	RECAPITULATION OF PASSENGER EQUIPMENT			
Mail-Baggage-Express.....	37, 38	60	55	Baggage and Express.....			12
" " ".....	39, 40, 41	61	57	Mail-Baggage-Express.....			9
" " ".....	60 to 63	71	71	Express Refrigerators.....			25
Express Refrigerators.....	1400 to 1424	50	43	Coach and Baggage.....			1
Coach and Baggage.....	159	51	43	Coaches, Partitioned.....			10
Coaches, Partitioned.....	176 to 180	60	54	Coaches, Partitioned, Air-Conditioned.....			4
" ".....	206	57	47	Coach-Diners " ".....			4
" ".....	211 to 214	60	53	Chair Cars.....			13
Coaches, Partitioned, Air-Conditioned.....	230 to 233	75	56	Official Cars.....			5
				Total.....			83

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	107,700	28,300
20.....	5 x 9	136,000	108,600	27,400
21.....	5 x 9	136,000	108,600	27,400
31.....	5 x 9	136,000	95,200	40,800
32.....	5 x 9	136,000	103,300	32,700
33.....	5 x 9	136,000	92,800	43,200
35.....	5 x 9	136,000	110,000	26,000

TONNAGE RATING, NORTHERN DIVISION

See Note (g)

DISTRICT	Direction	FROM STATION	TO STATION	Adjustment Per Car in Tons	Class D-5		Class E-3		Class E-4		Class G		Class G-1		Class G-2		Class H and H-1		Class J	
					A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
FIRST	South	Kansas City.....	Pittsburg.....	10	1300	1200	2800	2550	3400	3050	4600	4100	6000	5400	6100	5500	2300	2050	5500	5000
	North	Pittsburg.....	Grandview.....	10	1300	1200	3000	2700	3800	3400	4600	4100	6000	5400	6100	5500	2300	2050	5800	5200
		Grandview.....	Kansas City.....	10	1500	1350	3200	3000	3800	3400	5300	4800	6500	6000	6600	6100	2750	2450	6100	5500
SECOND	South	Pittsburg.....	Joplin.....	10	1000	900	3000	2700	3550	3200	5300	4800	6000	5400	6100	5500	2300	2050	5800	5200
		Joplin.....	Neosho.....	5	950	900	1600	1450	1900	1700	2650	2400	3500	3200	3600	3400	1400	1250	3650	3300
	North	Neosho.....	Watts.....	2	550	500	950	850	1250	1150	1700	1550	2600	2500	2750	2650	800	700	1800	1600
		Watts.....	Goodman.....	3	650	550	1000	900	1350	1250	1800	1600	2750	2700	2950	2750	850	750	1950	1750
		Goodman.....	Pittsburg.....	10	1300	1150	3000	2700	3350	3000	5300	4800	6000	5400	6100	5500	2300	2050	5800	5200
THIRD	South	Watts.....	Blanck.....	5	1000	900	1700	1550	2100	1900	3000	2700	4500	4000	4600	4000	1400	1250	3150	2800
		Blanck.....	Heavener.....	10	1300	1200	3100	2800	3450	3100	5500	5000	7000	6300	7100	6400	2300	2050	5800	5200
	North	Heavener.....	Lyons.....	10	1300	1200	3000	2700	3350	3000	5500	5000	7000	6300	7100	6400	2300	2050	5800	5200
		Lyons.....	Watts.....	5	1000	900	1700	1550	2100	1900	3000	2700	4500	4000	4600	4000	1400	1250	3150	2800
FOURTH	South	Heavener.....	Rich Mountain....	3	700	600	1100	1000	1400	1250	1950	1750	3070	2850	3170	2950	860	760	2200	2000
		Rich Mountain....	DeQueen.....	4	700	600	1200	1080	1650	1500	2300	2050	3590	3320	3690	3420	990	890	2800	2500
	North	DeQueen.....	Rich Mountain....	4	725	650	1200	1050	1550	1400	2200	2000	3370	3120	3470	3220	940	840	2450	2200
		Rich Mountain....	Heavener.....	10	1150	1050	2900	2800	3350	3000	5300	4800	9290	8450	9390	8550	2750	2450	5800	5200
Ft. Smith	South	Ft. Smith.....	Spiro.....	5	1000	900	1700	1550	2100	1900							1400	1250		
	North	Spiro.....	Ft. Smith.....	5	1000	900	1700	1550	2100	1900							1400	1250		

Note: Rating of Engine 85, Class C-2, Between Spiro and Ft. Smith is:

A—1100 Tons, Adjustment 5 Tons;
 B—1000 Tons, " " "

- 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.

The Kansas City Southern Railway Company

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH BOUND					Distance From Kansas City	TIME TABLE No. 25	Distance From Port Arthur	NORTH BOUND			
FREIGHT			PSGR.	Effective June 12, 1938		STATIONS		PSGR.	FREIGHT		
77	55	41	15						16	88	56	42
Lv 10.20PM		Lv 10.15AM	Lv 10.00PM	0	..... KANSAS CITY.....	785.7	Ar 9.50AM	Ar 12.05AM		Ar 4.15PM
					23.4						
11.05PM		11.10AM	10.40PM	23.4	..... GRANDVIEW.....	762.3	9.10	11.22PM		3.32
					57.4						
12.48AM		1.08PM	12.01AM	80.8	..... HUME.....	704.9	7.52	9.33		1.08PM
					48.5						
2.10		2.45	1.10	129.3	..... PITTSBURG.....	656.4	6.50	8.05		11.45AM
2.30		3.15	1.20		30.2		6.40	8.05		11.15	
Ar 7.30AM				159.5	..... BAXTER SPRINGS... 25.0	667.0		Lv 1.15PM		
					19.7						
3.20		4.20	2.10	154.3	..... JOPLIN.....	631.4	6.05	7.15		10.15
					55.3						
4.05		5.15	3.00	174.0	..... NEOSHO.....	611.7	5.28	6.35		9.27
					6.6						
5.51		7.20	4.46	229.3	..... SILOAM.....	556.4	3.49	4.50		7.32
					55.3						
6.00		7.30	4.55	235.9	..... WATTS.....	549.8	3.37	4.35		7.15
6.10		7.40	5.00		55.3		3.32	4.25		7.00	
7.41		9.26	6.28	291.2	..... SALLISAW.....	494.5	2.14	2.44		4.48
					20.5						
8.16		10.25PM	7.05	311.7	..... SPIRO.....	474.0	1.45	2.10		4.05
					16.6						
		Ar 2.45AM	Ar 8.05AM	328.1	..... FT. SMITH.....	490.6	Lv 12.50AM			Lv 12.50AM
		Lv 9.30PM	Lv 6.15AM		5.6		Ar 2.45AM			Ar 8.05AM	
8.26		10.35PM	7.14	317.3	..... PANAMA.....	468.4	1.30	1.57		3.41
					9.0						
8.43		10.55	7.33	326.3	..... POTEAU.....	459.4	1.18	1.42		3.23
					6.7						
8.55		11.25	7.52	333.0	..... HOWE.....	452.7	1.02	1.30		3.10
					5.0						
9.05		11.35PM	8.00	338.0	..... HEAVENER.....	447.7	12.50	1.20		3.00
9.10		12.05AM	8.10		41.8		12.45AM	1.10PM		2.30	
10.32AM		2.05	9.35	379.8	..... MENA.....	405.9	11.39PM	11.53AM		1.00AM
					53.5						
12.03PM		3.45	11.10	433.3	..... DE QUEEN.....	352.4	10.05	9.50		11.15PM
12.08		4.00	11.15AM		34.6		10.00	9.40		11.00	
1.16		5.20	12.21PM	467.9	..... ASHDOWN.....	317.8	8.57	8.27		9.35
					19.9						
1.45		6.10	1.00	487.8	..... TEXARKANA.....	299.1	8.20	7.50		8.50
			1.15		71.8						
4.00	Lv 5.00AM	Ar 9.00AM	3.35	559.6	..... SHREVEPORT.....	228.9	6.05	5.30	Ar 8.00AM	Lv 6.25PM
8.00PM			3.50		108.6		5.50	4.40			
12.20AM	11.55AM		7.05	668.2	..... LEESVILLE.....	117.5	2.35	12.20AM	2.20	
12.35	3.00PM		7.10		20.6		2.30	11.55PM	1.30		
1.18	4.30		7.46	688.8	..... DE RIDDER.....	96.9	1.55	11.08	12.24AM	
					29.9						
2.15	6.20		8.45PM	718.7	..... DE QUINCY.....	67.0	1.05PM	9.55	10.45PM	
					22.6						
Ar 4.30AM			Ar 9.45PM	741.0	..... LAKE CHARLES....	89.6	Lv 12.05PM	Lv 8.30PM	Lv 8.30PM	
					47.4						
4.10	8.45		10.05PM	766.1	..... BEAUMONT.....	19.6	11.50AM	7.00	7.40	
					19.6						
Ar 6.30AM	Ar 10.30PM		Ar 10.50PM	785.7	..... PORT ARTHUR.....	0	Lv 11.10AM	Lv 5.30PM	Lv 6.00PM	

