

ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS

Nos. 709 and 710 stop on signal at Avoca and Chester to receive and discharge revenue passengers.

SURGEONS

The following Surgeons of the Frisco Employee's Hospital Association are authorized Surgeons.

GENERAL HOSPITAL, 4960 LACLEDE AVE., ST. LOUIS 8, MISSOURI

- Vencel W. Hollo, M. D. Chief Surgeon
- James P. Murphy, M. D. Physician-in-Charge
- Daniel L. Sexton, M. D. Physician-in-Charge
- Harry A. Wittler, M. D. Attending Surgeon
- John J. Keenoy, M. D. Attending Surgeon
- Louis F. Stephens, M. D. Attending Surgeon
- W. D. Schierman, M. D. Attending Physician
- James C. Redington, Jr., M. D. Attending Physician
- Robert H. Ramsey, M. D. Attending Physician
- Hugh C. Crowell, M. D. Attending Physician and Dispensary Surgeon
- Robert C. Hoppe, M. D. Dispensary Surgeon
- Gus J. Furla, M. D. Dispensary Surgeon
- Norman C. Miller, M. D. Dispensary Surgeon
- A. G. Boldizar, M. D. Oculist

SPRINGFIELD, MISSOURI

- H. A. Lowe, Jr., M. D. Surgeon-in-Charge
- H. A. Lowe, Sr., M. D. Division Surgeon
- John W. Williams, M. D. Oculist
- R. B. Stewart, M. D. Oculist

- | | |
|---|---|
| <ul style="list-style-type: none"> B. M. Huckabay, M. D. (L) Antlers A. W. Haddox, M. D. (L) Antlers Thornton Kell, M. D. (L) Ardmore R. B. Graybill, M. D. (L) Ardmore Tom C. Sparks, M. D. (L) Ardmore Norman W. Peacock, Jr., M. D. (L) Ashdown W. K. Haynie, M. D. (L) Durant A. A. Gilbert, M. D. (L) Fayetteville V. O. Lesh, M. D. (DE) Fayetteville W. R. Brooksher, M. D. (CS) Ft. Smith Thos. P. Foltz, M. D. (DE) Ft. Smith M. B. Hoge, M. D. (L) Ft. Smith E. C. Moulton, M. D. (O) Ft. Smith E. Z. Hornberger, M. D. (DI) Ft. Smith E. A. Johnson, M. D. (DE) Hugo Jim McKenzie, M. D. (LE) Hope A. M. Clarkson, M. D. (L) Idabel R. D. Williams, M. D. (L) Idabel J. F. York, M. D. (LE) Madill Frank T. Kerr, M. D. (DE) Monett O. R. O'Neill, M. D. (O) Paris R. L. Lewis, M. D. (DE) Paris E. M. Woodson, M. D. (LE) Poteau Lee A. Dean, M. D. (LE) Rogers | <ul style="list-style-type: none"> A. J. Harrison, M. D. (L) Springdale Friedman Sisco, M. D. (L) Springdale H. W. Savery, M. D. (L) Van Buren |
|---|---|

- D—Division Surgeon
- L—Local Surgeon
- CS—Consulting Surgeon
- AI—Associate Internist
- DE—Division Examining Surgeon
- LE—Local Examining Surgeon
- O—Oculist
- AL—Alternate Local Surgeon
- CE—Consulting Examining Surgeon
- AO—Assistant Oculist
- CU—Consulting Urologist
- AS—Associate Surgeon
- CI—Consulting Internist
- DI—Division Internist

St. Louis-San Francisco Railway Company

CENTRAL DIVISION

TIME TABLE

No.

43

EFFECTIVE

Sunday, December 3, 1961

at 12:01 A. M.

Central Standard Time

SUPERSEDING PREVIOUS TIME TABLES

FOR EMPLOYEES ONLY

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

T. M. MABON, JR.
Superintendent

A REMINDER

Please remember that your customers, whether receivers of the freight you haul or passengers on your train, are—in the final analysis—your employers. They, and they alone, pay your wages. Through the Frisco, they hire you to perform transportation service, the only product we have for sale and the only reason for the existence of the Frisco—and your job!

The all-important measure of the quality of the service we provide is the number of satisfied customers we have. It is therefore, our job and our responsibility to make every customer a satisfied customer. Whether they are satisfied customers or not depends to a very great extent on the personal attitude of the Frisco people with whom they come in contact.

How can we insure customer satisfaction in performing our daily tasks? Here are a few suggestions:

1. Avoid arguments or friction with customers. A calm and pleasant manner, regardless of circumstances, will win friends for you and the railroad.
2. Be courteous under all circumstances.
3. Be informed on matters that pertain to your line of work and answer questions to the best of your ability.
4. Take pride in your work. Railroading is a respected profession through which you contribute to the welfare of your community.
5. Be neat in appearance and attentive to business.
6. On-time performance and smooth handling of passenger trains are essential to continued patronage.
7. Always exercise care in the operation and switching of freight trains. Rough handling results in damage to our customers' goods and in delays to their shipments due to damaged equipment. Such damage and delay is a sure way to lose customer good will and must be avoided.
8. Endeavor to excel. There is no substitute for a job well done.



General Manager

SPECIAL INSTRUCTIONS

1. REGISTER STATIONS, CLEARANCES, AND TRAIN ORDER SIGNALS.

Nos. 709 and 710 will register at Fayetteville.

Arthur Subdivision trains terminating at North Yard will register at Fort Smith.

Trains originating or terminating at Fort Smith will not register at North Yard.

Central Division trains will secure clearance at Madill authorizing movement east from Lakeside and will not require clearance at Lakeside.

No lights in train order signals Bentonville and Mansfield Branches.

2. USE OF TRACKS OF OTHER DIVISIONS AND FOREIGN LINES.

Central Division trains will use Sherman Subdivision tracks between Lakeside and Madill, and be governed by Red River Division Timetable.

Time shown on Ardmore Subdivision at Madill for Nos. 736 and 735, is for information only.

KCS Special Instructions read as follows:

Ashdown: First class trains run at restricted speed between SL-SF Railway crossing and south house track switch expecting to find SL-SF Railway trains or engines using KCS main track.

L&A Time Table and Special Instructions provides:

Hope: First class trains run at restricted speed between MoPac Connection and underpass MP 1.44. Main track may be used without protection against first-class trains within these limits, but main track must be immediately cleared on approach of passenger train, avoiding all delay possible.

3. MAXIMUM SPEED.

	MPH	
	Psgr.	Frt.
Ft. Smith Subdivision	55	45
Arthur Subdivision	45	45
Bentonville Branch	30	30
Mansfield Branch	25	25
Ardmore Subdivision	30	30
Arkinda Subdivision	30	30

4. SPEED RESTRICTIONS.

Troop trains handling mixed freight and passenger equipment, when any part of passenger equipment being handled behind freight equipment 45

Fort Smith Subdivision:

First class trains move at restricted speed between MP 281-29 and MP 282-10.

Between MP 282-5 and MP 282-11.....	12	12
Curves between MP 316-4 and MP 325-5	45	
325-5 327-5	40	40
Between MP 331-37 and MP 333-12 until engine over street crossings.....	25	25
Between MP 343-8 and MP 343-13 until engine over street crossings.....	15	15
Curves between MP 345-1 and MP 348	45	
Between MP 352-14 and MP 352-26.....	10	10
Curves between MP 352-26 and MP 352-33.....	45	
362-14 362-26.....	45	
Curves between MP 368-7 and MP 368-35.....	40	40
Between MP 368-35 and MP 368-37.....	30	30
Curves between MP 368-37 and MP 370-29.....	40	40
Between MP 370-29 and MP 370-30.....	30	30
Curves between MP 370-30 and MP 371-22.....	40	40
371-22 371-30.....	35	35
371-30 374-24.....	40	40
374-24 375-22.....	15	15

Southward trains Winslow to Schaberg when average weight exceeds 40 tons per car, retainers on all cars must be used and brake system charged to 90 pounds..... 25

4. SPEED RESTRICTIONS (Continued).

	MPH	
	Psgr.	Frt.
Curves between MP 375-22 and MP 377-18.....	40	40
377-18 377-26.....	35	35
377-26 378-22.....	40	40
378-22 379-1	35	35
379-1 379-27.....	40	40
379-27 380-8	35	35
380-8 382-10.....	40	40
382-13 383-35.....	45	
386-36 388-1	40	40
394-17 400-26.....	40	40
400-26 404-8	45	
Between MP 408-25 and MP 410-15 until engine over street crossings.....	20	20
Missouri Pacific Crossing MP 410-21.....	15	15
Over Bridge 410.6	25	25
Between MP 411-20 and MP 415 until engine over street crossings.....	20	20
Between MP 415 and MP 415-21—Main Track.....	20	20
South No. 3 Track.....	10	10
Between MP 415-21 and MP 415-26	10	10
First class trains move at restricted speed between MP 411-27 and MP 415-39, expecting to find main track occupied. Main track between these points may be used without protection against first-class trains.		

Arthur Subdivision:

First class trains move at restricted speed between MP 411-27 and MP 415-39, expecting to find main track occupied. Main track between these points may be used without protection against first-class trains.

Between MP 415-26 and MP 417-32 until engine over street crossings.....	20	20
Between MP 427-26 and MP 428-11.....	15	15
429-1 429-25.....	25	25
MP 431-26 until engine or lead car over crossing.....	20	20
MP 443-27 until engine or lead car over crossing.....	20	20
Between MP 443-29 and MP 445-18 until engine over street crossings.....	15	15
Curves between MP 477-5 and MP 480-28.....	30	30
Between MP 501-15 and MP 527-9.....	35	35
Curves between MP 529- 2 and MP 530- 7.....	40	40
Between MP 558-10 and MP 559-20 until engine over street crossings.....	20	20

Arkinda and Ardmore Subdivisions:

Between MP W-559-24 and V-559-27 until engine over street crossings.....	20	20
Between MP W-577-20 and MP W-597-20.....	25	25
MP W-647 until engine or lead car over crossing.....	20	20
Between MP W-678-25 and L&A Lead.....	8	8
Between MP V-610-25 and MP V-612-5 until engine over street crossings	15	15
Between MP V-640-15 and MP V-641-15 until engine over street crossings	15	15
Bridge V-664.3	10	10

5. OTHER SPEED RESTRICTIONS.

	MPH	
	Tangent	Curves
Circus-Carnival Trains:		
Ft. Smith and Arthur Subdivisions	30	25
Arkinda and Ardmore Subdivisions	20	15
Branch Lines	20	15

(Continued on page 7)

SOUTHWARD

CENTRAL DIVISION — FT. SMITH SUBDIVISION

NORTHWARD

SECOND CLASS 731	FIRST CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	FIRST CLASS		SECOND CLASS
		709 Local Passenger								710 Local Passenger	730	
Leave Daily		Leave Daily					Siding	Other		Arrive Daily		Arrive Daily
A M 2 45		A M 1 55	282.0	DN	MONETT 3.0	282	YA	RD	RGOT YCB	P M s 10 15		A M 3 30
3 10 ⁷³⁰		2 00	285.0		WIGHTMAN 4.6	285	48			9 59		3 10 ⁷³¹
3 20		s 2 08	289.6	D	PURDY 5.2	290	35	32		s 9 53		3 00
3 30		s 2 16	294.8		BUTTERFIELD 5.8	295	48	23		9 45		2 50
3 45		s 2 28 ⁷³⁰	300.6	D P	EXETER 6.3	301	46	36		s 9 34		2 28 ⁷⁰⁹
3 55		s 2 39	306.9		WASHBURN 5.9	307	18	19		s 9 26		2 00
4 10		s 2 51	312.8	D P	SELIGMAN, MO. 6.9	313	52	68		s 9 16		1 45
4 25		s 3 02	319.7	P	GARFIELD, ARK. 7.4	320	34	19		s 9 01		1 30
4 40		3 13	327.1		AVOCA 4.9	327	37	23		8 49		1 05
			332.0		BENTONVILLE BR. JCT. 0.7				Y			
5 00		s 3 35	332.7	D	ROGERS 5.3	333	YA	RD		s 8 42		12 55
5 15		s 3 43	338.0		LOWELL 5.1	338	39	25		f 8 26		12 40
5 40		s 4 05	343.1	D	SPRINGDALE 4.3	343	57	204		s 8 19		12 25
5 55		f 4 12	347.4		JOHNSONS 4.5	347		23		f 8 07		12 05
6 10		4 18	351.9		EFAY 0.5	351		74		8 01		A M 11 55
6 15		s 4 45	352.4	2S	FAYETTEVILLE 1.9	352	YA	RD	RGCB	s 8 00		11 45
6 20		4 48	354.3		FAYETTE JUNCTION 3.5	354	YA	RD	Y	7 47		11 35
6 30		f 4 53	357.8	P	GREENLAND 5.1	358	52			f 7 43		11 26
6 40		s 5 01	362.9		WEST FORK 4.1	363	17	22		s 7 36		11 18
6 50		5 06	367.0	P	CLARY 3.0	367	50			7 28		11 10
		f 5 10	370.0		BRENTWOOD 4.7	370				f 7 24		
7 05		s 5 19	374.7	P	WINSLOW 6.3	375	35	15		s 7 17		10 55
7 20		5 30	381.0		SCHABERG 5.1	381		24		6 58		10 30
7 30		5 37	386.1		CHESTER 4.1	386	37	33		6 48		10 20
7 40		s 5 44	390.2	P	MOUNTAINBURG 10.9	390	38	5		s 6 40		10 10
		f 5 59	401.1		RUDY 0.5	401				f 6 25		
8 00		6 00	401.6	P	BALL 6.7	402	52			6 23		9 55
8 12		6 08	408.3		COPP 1.6	408	51			6 14		9 45
8 16		s 6 15	409.9	D	VAN BUREN 0.5	410		103		s 6 12		9 40
			410.4		MO. P. CROSSING 3.7			Interlocking				
			414.1		F. S. S. R. CROSSING 0.8			GATE				
8 45 A M		6 25	414.9		NORTH YARD 0.5	415	YA	RD	RGOT TCB	6 02		9 30 P M
		6 35 A M	415.4	2S	FORT SMITH	416	YA	RD	RGCB Y	6 00 P M		
Arrive Daily		Arrive Daily			(132.9) 133.4					Leave Daily		Leave Daily
731		709								710		730

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

- R. L. Akins.....Assistant Superintendent, Hugo, Okla.
- J. R. Marlowe.....Trainmaster-General Agent, Fort Smith, Ark.
- F. J. Smith.....Road Foreman of Equipment, Springfield, Mo.
- H. I. Webb.....Road Foreman of Equipment, Sherman, Tex.
- J. W. Constant.....Chief Dispatcher, Springfield, Mo.
- A. L. Pursley.....Chief Dispatcher, Tulsa, Okla.

SOUTHWARD

CENTRAL DIVISION — ARTHUR SUBDIVISION

NORTHWARD

SECOND CLASS		Distance from St. Louis Miles	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Std. Clock, Bulletin	SECOND CLASS	
731	730					Siding	Other		730	
Leave Mon, Wed., Fri.	Arrive Tues., Thurs., Sat.									
A M 10 45		414.9		NORTH YARD 0.5	415	YA	RD	RGO TCB	P M 3 30	
		415.4	2S	FORT SMITH 0.7	416	YA	RD	Y RGCB		
11 00		416.1		M. V. JUNCTION 0.6						
		416.7		K. C. S. CROSSING 0.2		GATE				
		416.9		M. P. CRS. K. C. S. CRS. 0.1						
11 05		417.0		S. F. JUNCTION 4.0	417				2 50	
11 15		421.0		BASHE, ARK. 2.5	421		22		2 40	
11 20		423.5	P	CEDARS, OKLA. 2.8	424	60			2 35	
11 25		426.3		BONANZA, ARK. 3.0	426		32		2 30	
11 35		429.3		JENSON, ARK. 2.4	429	37	97	Y	2 20	
11 40		431.7		ROCK ISLAND, OKLA. 0.0	432		59		2 15	
		431.7		M. V. CROSSING 4.9		GATE				
11 50		436.6		CAMERON 7.0	437	38	27		2 05	
		443.6		K. C. S. CROSSING 0.9		Interlocking				
P M 12 25		444.5	D	POTEAU 6.6	445	36	101	Y	1 50	
12 40		451.1		CAVANAL 1.9	451		28		1 05	
		453.0		C. R. I. & P. CROSSING 0.0		GATE				
12 55		453.0		WISTER 3.4	453	41	38		12 47	
1 08		456.4		CASTON 7.9	456		34		12 42	
1 21		464.3	P	FOLSOM 4.3	464		23		12 31	
1 28		468.6		LEFLORE 6.8	469	34	11		12 25	
1 38		475.4	P	BENGAL 3.5	475		25		12 12	
1 59		478.9	P	COMPTON 4.7	479	20			12 05	
2 22		483.6	D	TALIHINA 6.7	484	60	96		P M 11 55	
2 33		490.3		ALBION 5.4	490		28		11 40	
2 42		495.7		KIAMICHI 5.7	496		27		11 30	
2 55		501.4	P	TUSKAHOMA 5.3	501		36		11 20	
3 17		506.7	D	CLAYTON 7.5	507	32	38		10 50	
3 32		514.2		STANLEY 8.4	514		31		10 35	
3 52		522.6	P	DUNBAR 8.1	523	52			10 20	
4 07		530.7	P	KOSOMA 2.7	531		33		10 05	
		533.4		MOYERS 8.2	533		5			
4 52		541.6	P	ANTLERS 7.1	542	34	48		9 50	
5 07		548.7	D	HAMDEN 7.5	549	30			9 35	
5 22		556.2		GOOD 2.8	556		28		9 25	
5 52		559.0	D	HUGO 0.3	559	YA	RD	ORGT YCB	9 20	
		559.3		ARKINDA S.-DIV. CRS. 4.7		GATE				
6 02		564.0		GRANT, OKLA. 4.8	564		22		8 55	
		568.8	P	RED RIVER, TEXAS 0.3						
6 12		569.1		ARTHUR CITY 4.2	569	44	9		8 45	
6 22		573.3		POWDERLY 2.3	573		22		8 35	
6 32		575.6		CAMP MAXEY 8.2	576		10		8 30	
7 00 P M		583.8	D	PARIS	584	YA	RD	T CB	8 15 A M	
Arrive Mon, Wed., Fri.	Leave Tues., Thurs., Sat.			(168.4) (168.9)						
731	730									

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

WESTWARD

CENTRAL DIVISION — ARDMORE SUBDIVISION

EASTWARD

SECOND CLASS		Distance from St. Louis	Communicating Office	STATIONS	Station Number	Track Capacity		Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin	SECOND CLASS	
735	736					Siding	Other		735	736
Leave Daily	Arrive Daily	Miles								
PM 11 30	PM 1 00	559.0	D	HUGO	559	YA	RD	OGRT YCB		
AM 12 01	12 05	570.2		11.2 SOPER	V570		34			
12 10	PM 11 55	573.1		2.9 JASPER	V573		31			
12 25	11 35	580.1		7.0 BOSWELL	V580	31	33			
12 50	11 10	590.4		10.3 BENNINGTON	V590		40			
1 05	10 55	596.8		6.4 BOKCHITO	V597		31			
1 25	10 35	604.4		7.6 PITILE	V604		39			
		610.9		6.5 K. O. & G. CROSSING		Interlocking				
		611.0		0.1 M.-K.-T. CROSSING		Interlocking				
1 50	10 10	611.0	D	0.0 DURANT	V611	40	95			
2 10	9 40	619.0		8.0 MEAD	V619	44	13			
2 25 AM	9 30 AM	623.7		4.7 LAKESIDE	E620					
		633.3		9.6 KINGSTON	E610					
		640.5	2S	7.2 MADILL	E603	YA	RD	R YCB		
Service between Madill and Ardmore rendered by extras		640.6		0.1 ARDMORE JUNCTION					Service between Madill and Ardmore rendered by extras	
		649.1		8.5 SIMPSON	V649		16			
		665.0	D	15.9 ARDMORE	V665	YA	RD	CB		
Arrive Daily	Leave Daily			(106.0)						
735	736									

Eastward trains are superior to westward trains of the same class, except No. 735 is superior to No. 736.

5. OTHER SPEED RESTRICTIONS (Continued).

MPH

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

Trains Handlings:

Scale Test (4-wheel) Cars, Company-owned Hoists, Pile Drivers, Air Dump Cars (except air dump cars 96610 to 96627), *Locomotive-Cranes or Spreader Ditchers, moving on own wheels:

*—Except movement of Bridge Crane BC-209 (converted derrick) will be governed by instructions governing movement of 100-ton derricks.

Ft. Smith and Arthur Subdivisions..... 25
 Arkinda and Ardmore Subdivisions 20
 Branch Lines 15

Revenue equipment of this type will be handled on written instructions of Chief Dispatcher.

Company-owned Bull Dozers, Cranes, Tractor Ditchers and Scrapers, Dumptors, Speed Swing, Track Cleaners, Motor Graders, Wheel Tractors with attachments, Rail Layers, or Shovels, loaded on cars, at intermediate stations, from point of loading to nearest terminal where car inspectors are on duty:

Ft. Smith and Arthur Subdivisions..... 25
 Arkinda and Ardmore Subdivisions 20
 Branch Lines 15

Company-owned equipment of this type, when moving from terminals where Car Inspectors are on duty, will be handled without restrictions unless otherwise instructed.

	100 Ton or Lighter Derricks MPH	160 Ton Derricks 99024 99029 MPH	250 Ton Derricks 99021 99022 99025 MPH
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Ft. Smith Subdiv., Monett to Ft. Smith.....	25	20	20
*Except over Bridges 388.8 and 410.6.....	25	10	10
Bentonville Branch, Rogers to Bentonville.....	15	No	No
Arthur Subdiv., Ft. Smith to Paris.....	25	No	No
Mansfield Branch	15	No	No
Arkinda Subdiv., Hope to Hugo.....	20	No	No
*Ardmore Subdiv., Hugo to Madill.....	20	10	10
Madill to Ardmore	20	No	No

*Note: Over following bridges separate 160 and 250 ton derricks from engine by cars not exceeding 100,000 pounds gross weight:

Bridge 388.8—2 cars.
 Bridge 410.6—5 cars.
 Bridge V-573.1—4 cars.
 Bridge V-595.3 and V-602.6—3 cars.

Triple loads on curves except where further restricted:	MPH
Ft. Smith and Arthur Subdivisions	35
Arkinda and Ardmore Subdivisions	25
Branch Lines	20

Special type ore cars less than 24 ft. in length except where further restricted:	MPH
Loaded	25
Empty	35

6. SWITCH LIGHTS.

No switch lights Mansfield Branch, Bentonville Branch and Paris Yard.

7. BLOCK SIGNALS.

A. B. S. MP 374-35 to MP 380-34
 A. B. S. MP 410-21 to MP 411 (Rule 510(a))
 A. B. S. MP 427-21 to MP 428-16 (Rule 510(a))

"TRAIN MEET SIGN" opposite south end of siding Schaberg. Northward train holding main track to meet southward train not pass this sign until opposing train reaches switch.

8. BLOCK SIGNALS, REMOTE CONTROL SWITCHES AND SPRING SWITCHES.**LOCATION OF SPRING SWITCHES**

LAKESIDE.....Switch entering Red River Division Main track.
 MONETT, MP 282-0.....Switch entering heating plant spur off south main track.

9. INTERLOCKINGS.**AUTOMATIC (Rules 663 and 664).**

Mo. Pacific crossing, mile 410.4.
 K. C. S. crossing, mile 443.6
 T. & N. O. crossing, Paris.
 *K. O. & G crossing, mile V-610.9.
 *M. K. T. crossing, mile V-611.0.
 K. C. S. crossing, mile W-647.0.

*K. O. & G. and M. K. T. interlocking equipped with a special pushbutton located at 9th Street MP V-611 plus 19 poles that may be operated to clear eastward home signal. If train does not occupy the 600 foot track section in approach to home signal within a period of 8 minutes after pushbutton operated, home signal will return to "STOP" and train must occupy the 600 foot track section or again operate the pushbutton to reclear the home signal. Time releases located on side of relay house at MKT-Frisco crossing and in instrument case near KO&G-Frisco crossing.

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

Mile	Intersecting Line	Normal Position
Fort Smith Subdivision:		
414.1	F. S. S. R. R.	Against F. S. S. R. R.
Arthur Subdivision:		
416.7	K. C. S. Ry.	Against K. C. S. Ry.
431.7	M. V. Ry.	Against M. V. Ry.
453.0	C. R. I. P. Ry.	Against S. L.-S. F. Ry.
559.3	Arkinda Subdivision	Against Arthur Subdivision
Mansfield Branch:		
B-431.4	M. V. Ry.	Against M. V. Ry.
Arkinda Subdivision:		
559.3	Arthur Subdivision	Against Arthur Subdivision
W-647.5	G. N. & A. Ry.	Against G. N. & A. Ry.
W-679.5	Mo. Pac. Ry.	Against S. L.-S. F. Ry.

11. LOCATION OF YARD LIMITS.

Location	Branch	Limit
Monett	Ft. Smith	Madill to Ardmore
Seligman	Jenson	Madill
Rogers	Mansfield Branch	Valliant
Bentonville Branch	Rock Island	Idabel
Springdale	Poteau	Arkco to Foreman
Efay to Fayette Jct.	Hugo	Ashdown
Van Buren	Paris	Hope

12. DRAWBRIDGES.

Mile W-660.4 Arkinda Subdivision. Little River

13. AUXILIARY LINES (Rule 14, Example W and X).

Monett—Central Division.	Madill—Central Division.
Rogers—Bentonville Branch.	Lakeside—Central Division.
Jenson—Mansfield Branch.	
Hugo—Arkinda and Ardmore Subdivisions.	

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.

Diesel engines must not be handled without air being coupled and brakes on diesel fully released.

To prevent damage to traction motor gear, before coupling into train with diesel engines composed of two or more units, stop must be made between 5 and 20 feet of coupling.

When necessary to shove train or cars forward with an engine composed of following units, be governed as follows:

- 4 units—All RD-SW units— isolate rear unit.
- 5 units—1 road—1 RD-SW—3 road— isolate two rear units.
- 6 units—All road units— isolate rear unit.
- 6 units—1 road—1 RD-SW—4 road— isolate three rear units.

HANDLING ENGINES IN TRAINS.

Diesel engines 1 to 8 inclusive will be handled only in short trains, not over 40 cars and placed 15 cars ahead of caboose. Other diesel engines of one or more units will be handled next to engine of through trains and behind short loads and short empties on trains picking up or setting out en route, but not more than 25 cars from head end, (or more than 12 seventy-foot or longer flat, bi-level or tri-level cars), except diesel yard or road switcher units shall not be coupled directly behind engine handling train and each unit shall be separated by one or more cars. The minimum total brake pipe reduction when handling diesel units in tow shall be not less than 12 pounds.

Diesel engines must not be handled unless air brakes in operation. When diesel engines are set out, they must be coupled to car or cars on which sufficient hand brakes must be set to hold them; if no cars available, hand brakes on diesels must be set. Do not set hand brakes on diesel engines when towed in train. Diesel engines, in service or in tow, except when switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

MAKE UP OF ENGINES.

Not more than the following number of diesel units will be used in road service and in the following combinations:

- 3 AT&N units
- 3 RD-SW units
- *4 RD-SW units
- *1 Road—3 RD-SW units
- 1 Road—2 RD-SW units
- *1 Road—2 RD-SW units—1 Road
- 1 Road—1 RD-SW unit —1 Road
- 1 Road—1 RD-SW unit —2 Road
- 1 Road—1 RD-SW unit —3 Road
- 1 Road—2 RD-SW units—2 Road
- **1 Road—3 RD-SW units—1 Road
- *1 Road—1 RD-SW—1 Road—1 RD-SW—1 Road
- 2 Road—1 RD-SW unit
- 2 Road—1 RD-SW unit —1 Road
- 2 Road—1 RD-SW unit —2 Road
- *2 Road—2 RD-SW units—1 Road
- *3 Road—1 RD-SW unit —1 Road
- 4 Road 800 to 807, inclusive, units
- *6 Road units (except units 800 to 807, incl.)
- **1 Road—1 RD-SW—4 Road

*—When making back up movement or taking slack, isolate lead unit.
 **—When making back up movement or taking slack, isolate 2 lead units.

NOTE: Term "road" refers to F9B, F37 (A&B), F39A, F7 (A&B), FP-7-A, Alco freight A&B, and U25 units.

Term "RD-SW" refers to GP7 and Alco road switchers (550-554) only.

Road units 800 to 807, inclusive, will not be combined with other units.

When an Alco unit (series 5200-5231, except unit 5225) used in a six road unit consist, Alco unit must be rear unit or isolated. When Alco unit (series 5200-5231, except unit 5225) used in a six unit consist (1 road—1 RD-SW—4 road) Alco unit must be rear unit. Alco unit 5225 may be used as a "B" unit or as rear unit in six unit consist.

14. INSTRUCTIONS RELATING TO DIESEL OPERATION.**(Continued).**

A RD-SW unit must not be used as the lead unit of an engine containing road units.

An engine containing or composed of RD-SW units must not be doubleheaded with another engine composed of or containing such units.

An engine containing or composed of RD-SW units shall be the lead engine when doubleheaded with an engine composed of road units.

Also road switchers units 550 to 554 inclusive, must not be coupled to nose end of freight "A" units equipped with nose receptacles.

An engine composed of one, two or three AT&N units (Nos. 101-111, inclusive) shall be the lead engine when doubleheaded with an engine composed of road units, and shall not be doubleheaded with an engine composed of or containing RD-SW units.

15. GENERAL INSTRUCTIONS.

Road foreman of equipment has authority of an assistant superintendent when on line.

Rule 17(b) amended:

Oscillating white headlight, on engines equipped, must be displayed by day and by night, except it must be extinguished when standard white headlight is dimmed or extinguished.

Rule 17(d) amended:

When a train is equipped with oscillating red light on rear and train is moving on two main tracks signalled for traffic in both directions, oscillating red light will, except in emergency, be set in stationary position while moving on such tracks. In an emergency the light must be set in oscillating position.

Rule 27, note amended:

NOTE: Within block signal limits in the states of Arkansas and Missouri, switch lights are not required on switches where block signal protecting facing-point movement is 500 feet or less in advance of the switch.

In other states, switch lights are not required:

- (1) On switches where block signal protecting facing-point movement is 1,000 feet or less in advance of the switch.
- (2) On electrically locked, hand-operated switches within CTC limits.
- (3) On trailing-point switches on two main tracks signalled for traffic in one direction.

Rule 746 amended in part:

- (b) As soon as the flames have been extinguished, open doors and remove fire-damaged bales from car. When fire-damaged bales have been removed, where all surfaces can be examined, smouldering fires must be extinguished.
- (c) Care must be used to be sure that all bales remaining in the car are free from fire.
- (f) After all fire has been extinguished, watchman service will be provided as necessary to control fire and keep trespassers away. Damaged cotton will be forwarded or disposed of only on instructions from Freight Claim Department and in accordance with federal regulations.

When operating Sperry rail detector car, air brake test and running test of brakes must be made when commencing each trip.

Loaded cars equipped with arch bar trucks will not be handled in important freight trains, except on instructions of chief dispatcher.

Steam engines will not be moved dead in train except on instructions from chief dispatcher to conductor and engineman as to where engine is to be handled in train and speed restrictions.

When coupling cars in TOFC ramp track or spotting cars to TOFC ramp, stop must be made between 5 and 20 feet from standing cars or TOFC ramp.

During hail storm, when handling automobiles in TOFC service, or on tri-level or bi-level cars, reduce speed to 10 MPH until storm is over.

15. GENERAL INSTRUCTIONS (Continued).

Loaded TOFC cars and/or tri-level and bi-level cars handling automobiles, except in switching, shall not be coupled to cars containing pipe, poles, piling or other loads liable to shift.

When loaded TOFC cars or multi-level cars loaded with automobiles are derailed, jacks or blocking must be used to rerail. The use of rerailing frogs will not be permitted except when authorized by qualified Transportation or Mechanical Department officer at scene of derailment.

MDC 583 is a caterpillar-bulldozer assigned to Mechanical Department at Springfield and will move on SF 105500, gross weight will be 153,800 and will be an oversized load that will not clear man riding on side of cars or engines of trains met or passed. SF 105500 will not be handled in road movement until train orders received specifying speed restrictions required.

CONELRAD WARNING SYSTEM

During periods of imminent air attack, enemy planes will try to use radio stations for navigational purposes. Accordingly, the FCC has directed that radio stations, including those on railroads, be operated in a manner designed to prevent such use. When a CONELRAD RADIO ALERT is received, as outlined in current circulars, all wayside and yard radio stations will broadcast the word "CONELRAD" (3) three times at (5) five second intervals. During the time of such alert, radios will only be used when absolutely necessary, and no station will give their location by name but will use milepost numbers only. The "CONELRAD" alert message will not be acknowledged by mobile units when received, but will be acknowledged by them when cancellation of alert is received.

On trains arriving Monett, train men must set sufficient hand brakes, not less than eight on west end to prevent cars from rolling out. When required to double over, this applies to each cut. When outbound trains are required to double over and the double over does not include all of the cars in that track, sufficient hand brakes, not less than eight, must be set on remaining cars to prevent cars from rolling out.

Spring switch at heating plant spur leading out of south main track, Monett, MP 282, equipped with electric switch light, which will display stop indication for westward movement when lined for movement to spur track and proceed indication when lined for main track movement. Spring switch rule 104(e) will govern. Normal position of this spring switch will be from the south main track to the heating plant spur.

Train men must not release hand brakes in Monett, until engine is attached and train line charged.

Normal position switch South Main Track Monett will be for movement through Track No. 6 to Central Division Main Track. Normal position switches North Main Monett will be for movement through platform Track 2. Switches must be restored to normal position after use.

Ft. Smith movements over "I", "E", "D", "C", "A" Streets and Garrison Ave. on other than main track must be protected from ground position unless signals are operating.

Movements over the following public crossings will be protected by member of crew, from ground position and in addition at night display lighted fusee on each side of track:

- Rogers, three crossings, highway 62.
- Bentonville, highway 71.
- Fayette Jct., highway 71.
- Fayetteville, PG track, highway 62.
- Fenn, highway 45.
- Curtin, highway 70.
- Arkco Spur, highway 32.
- Hope, 3rd St.
- Paris, Bonham St.

TRACK RESTRICTIONS.

- Van Buren, do not use engine beyond street crossing, Spencer Spur.
- Idabel, do not use Oil Mill Track east of seed house.

Rogers, Daisy Spur, do not drop or kick cars into spur track. Trainmen must work on east side of track and not ride cars entering building. Cars not spotted will be left north of derail.

17. TONNAGE RATING OF ENGINES BY CLASSES.

SOUTHWARD AND WESTWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Monett to Purdy	1130	750	1270	1130	1700	1985	2085
Purdy to Brentwood	1230	815	1385	1230	1850	2160	2270
Brentwood to Schaberg	1130	750	1270	1130	1700	1985	2085
Schaberg to Ball	2660	1770	2990	2660	4000	4680	4915
Ball to North Yard	2330	1550	2630	2330	3500	4095	4300
North Yard to Jenson	1215	805	1365	1215	1825	2135	2240
Jenson to Caston	1500	1000	1685	1500	2250	2630	2760
Caston to Bengal	1400	930	1575	1400	2100	2455	2575
Bengal to Compton	619	405	690	615	925	1080	1135
Compton to Hugo	1330	865	1495	1300	2000	2340	2455
Hugo to Arthur City	1665	1105	1870	1665	2500	2925	3070
Arthur City to Paris	1215	805	1365	1215	1825	2135	2240
Rogers to Bentonville	2665	1770	3000	2665	4000	4680	4915
Mansfield Branch	1830	1215	2055	1830	2750	3215	3375
Hope to Hugo	2000	1330	2250	2000	3000	4095	4300
Hugo to Mead	1690	1125	1900	1690	2550	2980	3130
Mead to Madill	1490	990	1860	1490	2250	2630	2760
Madill to Ardmore	1450	965	1630	1450	2175	2540	2665

NORTHWARD AND EASTWARD

TONNAGE CLASS OF ENGINES	21	26	27	34	42	50	52
Paris to Arthur City	1530	1015	1715	1530	2300	2690	2825
Arthur City to Hugo	1765	1175	1985	1765	2650	3000	3150
Hugo to Antlers	1215	805	1365	1215	1825	2135	2240
Antlers to Talihina	1330	885	1495	1330	2000	2340	2455
Talihina to Compton	800	530	900	800	1200	1400	1470
Compton to Caston	1330	885	1495	1330	2000	2340	2455
Caston to Jenson	1850	1230	2080	1850	2775	3245	3405
Jenson to Bonanza	1565	1040	1760	1565	2350	2745	2880
Bonanza to North Yard	2165	1440	2435	2165	3250	3800	3990
North Yard to Rudy	1165	775	1310	1165	1750	2045	2145
Rudy to Schaberg	1065	705	1195	1065	1600	1870	1965
Schaberg to Winslow	530	350	595	530	800	935	980
Winslow to Fayette Jct.	2660	1770	2990	2660	4000	4680	4915
Fayette Jct. to Springdale ..	1100	730	1235	1100	1650	1930	2025
Springdale to Avoca	1265	840	1430	1265	1900	2220	2330
Avoca to Seligman	1065	705	1195	1065	1600	1870	1965
Seligman to Exeter	1150	765	1280	1150	1725	2015	2115
Exeter to Monett	2130	1415	2395	2130	3200	3740	3925
Bentonville to Rogers	1000	665	1125	1000	1500	1755	1840
Mansfield Branch	1830	1215	2065	1830	2750	3215	3375
Ardmore to Madill	1450	965	1630	1450	2175	2540	2665
Madill to Mead	1565	1040	1750	1565	2350	2745	2880
Mead to Hugo	1690	1125	1900	1690	2550	2980	3130
Hugo to Hope	1765	1175	1985	1765	2650	3100	3255

TRACKS AND STATIONS NOT SHOWN IN STATION COLUMNS

Arthur Subdivision:	Mile	Car Capacity	Station Number	End Connection
Ruge.....	419.1	2	419	South
Fenn.....	420.4	113	420	South
Smacker.....	448.3	175	448	Wye
Yerby.....	449.3	49	450	North
Speer.....	551.1	Platform	551	
Betner.....	582.8	104	583	North
Ardmore Subdivision:				
Forney.....	565.5	10	V-566	East
Arkinda Subdivision:				
Red Bluff.....	657.4	7	W-657	West
Arkco.....	629.5	2.8 Miles	W-629	West
Log Spur.....	622.7	12	W-623	West
America.....	620.0	9	W-620	East
Curtin.....	598.1	20	W-598	East
Mansfield Branch:				
No. 14.....	443.0	7	B-443	South

18. (BLANK).

19. (BLANK).

20. PERMISSIBLE LOAD LIMIT.

	Maximum Gross Weight of Cars	Bridge Class of Engines and Derricks
Monett to Paris	210,000 lbs.	53
Bentonville Branch	210,000 lbs.	53
Mansfield Branch	210,000 lbs.	53
Arkinda Subdivision	210,000 lbs.	45
Hugo to Lakeside	210,000 lbs.	53.8
Madill to Ardmore	210,000 lbs.	42.4

21. LIST OF TIME INSPECTORS.

R. E. Huesgen, Pres., Amer. R. R. Time Service Co., St. Louis, Mo.	
John Fink Jewelry Co.....701 Garrison Ave., Ft. Smith, Ark.	
Pat Malone Jewelry Co.....921 Garrison Ave., Ft. Smith, Ark.	
Dunlavy Jewelry Co. Springdale, Ark.	
Beebe's Jewelry.....8 East Central St., Fayetteville, Ark.	
A. M. Irwin.....1447 Old Wire Road, Fayetteville, Ark.	
Toll Dickenson	Madill, Okla.
Ross E. Shadel	Monett, Mo.
Standard Jewelry Co.....	Muskogee, Okla.
C. H. Davidson Jewelry Co.....	Hugo, Okla.
E. P. Stewart	Hope, Ark.
M. V. Larsen	Ardmore, Okla.
Stanley Riggs	Paris, Texas
J. F. Mills Jewelry Co.....	Ashdown, Ark.
Gammon Jewelry Co.....326 E. Commercial St., Springfield, Mo.	
Hocklander Jewelry.....South at Walnut, Springfield, Mo.	

16. CLASSIFICATION OF ENGINES.

DIESEL UNIT NUMBER	DESIGNATION	CLASS OF SERVICE	TONNAGE CLASS	STEAM GENERATOR	MAX. SPEED IN SERVICE OR IN TOW UNLESS OTHERWISE PROVIDED (MPH)	BRIDGE CLASS (Cooper's Rating)	TONS LIGHT WEIGHT
1—3		SW	11	No	30	16	42
4—8		SW	13	No	35	16	42
A.T.&N. 11		SW	13	No	20	19.1	44
60—61		SW	26	No	45	36	94
A.T.&N. 101—111		RD-SW	34	No	60	39.5	114
200—237		SW	34	No	45	39.5	116
238—241		SW	34	No	45	38	110
250—265	NW-2	SW	34	No	45	40.3	119
270—281		SW	34	No	45	39.5	115
282—285		SW	34	No	45	40.3	118
290—294		SW	34	No	45	38	111
300—304	SW-7	SW	34	No	45	40.3	119
305—314	SW-9	SW	34	No	45	40.3	119
500—514	GP-7	RD-SW	42	Yes	65	39.5	115
515—549	GP-7	RD-SW	42	No	65	39.5	115
550—554		RD-SW	42	No	65	39.5	113
555—556	GP-7	RD-SW	42	No	65	39.5	115
557—572	GP-7	RD-SW	42	Yes	65	39.5	115
573—597	GP-7	RD-SW	42	No	65	39.5	115
598—618	GP-7	RD-SW	42	Yes	65	39.5	115
619—632	GP-7	RD-SW	42	No	65	39.5	115
800—807	U-25	FRT.	52	No	70	41.7	115
2000—2005	EA-7	PASS.	21	Yes	85	41.9	149
2006—2022	E8-A	PASS.	27	Yes	85	43.7	151
5000—5004 5006 5008—5017	F37-A	FRT.	42	No	65	36.8	109
5005 & 5007	F39-A	FRT.	50	No	65	38.4	114
5018—5039	F7-A	FRT.	42	No	65	36.8	110
5040—5051	FP-7-A	FRT. PASS.	42	Yes	65	42.4	114
5100—5116	F37-B	FRT.	42	No	65	36.8	109
5117	F37-B	FRT. PASS.	42	No	65	36.8	109
5118—5125	F7-B	FRT.	42	No	65	36.8	110
5126—5139	F7-B	FRT. PASS.	42	No	65	36.8	109
5140—5144	F9-B	FRT. PASS.	50	No	65	38.0	112
5145—5152	F9-B	FRT. PASS.	50	No	65	39.0	113
5200—5231	A.L.Co. A	FRT.	42	No	65	38.3	111
5300—5315	A.L.Co. B	FRT.	42	No	65	38.3	108

(Above tonnage class is rating for one diesel unit, when more than one unit used combined rating of all units will apply).

**STOP DAMAGE TO FREIGHT
BY COUPLING CARS
NOT OVER 4 MPH**

**ALERT TODAY . . .
ALIVE TOMORROW**

22. AVERAGE WEIGHT OF PASSENGER CARS.

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Instruction Car	50	80		Baggage	352	69	
Steam Generator	{ 51 52	88		"	353	68	
Instruction Car	54	73		"	355	67	
Baggage	101	79		"	359	69	
"	106	78		"	360	68	
"	134	78		"	362—365	72	
"	135	78		"	367	74	
"	194	68		"	368	71	
"	195	75		"	369	66	
Mail & Baggage	201	68		"	370	73	
"	202—204	71		"	371	75	
"	205	68		"	372	74	
"	206 & 208	71		"	373—374	76	
"	209	72		"	375	70	
"	210—212	70		"	376	73	
"	214	68		"	378—379	76	
"	216	69		"	380—390	67	
"	217	73		"	393	58	
"	218—225	71		"	394	65	
"	251—252	55		"	395	66	
Baggage	304	66		"	412	68	
"	306 & 309	61		"	425—439	69	
"	312	67		"	440	75	
"	315	62		"	441—443	66	
"	322	59		"	444—445	68	
"	325	61		"	450—451	35	
"	333	61		Non-working Baggage	452—464	34	
"	336	69		Box-Express	465—469	23	
"	337 & 339	70		Dining Car	638	102	
"	341	76		" "	640	97	
"	342	70		" "	641	99	
"	343	71		" "	650	68	
"	344	73		Coach	751—757	84	
"	346	70		"	759	80	
"	348	69		"	761	82	
"	349	61		"	762	82	
				"	765—770	79	
				"	771	82	
				"	772—775	81	
				Coach	1053—1060	81	
				"	1062	84	
				"	—1064	83	
				"	1068	81	
				"	1071—1074	83	
				"	1081—1085	81	

22. AVERAGE WEIGHT OF PASSENGER CARS (Continued).

KIND	Numbers	Air Conditioned		KIND	Numbers	Air Conditioned	
		No. Tons	Yes Tons			No. Tons	Yes Tons
Dormitory-Coach	1095—1096	64		Coach-Lge.-Buffet	1650—1652	65	
Coach	1102 & 1103	81		Postal	2041 & 2043	58	
"	1107—1108	82		"	2045	69	
"	1203	82		"	2049	74	
"	1206	79		"	2050	65	
"	1207—1208	82		Storage Mail-De Luxe	2054	60	
"	1209—1211	78		Coach	Wichita	83	
"	1213	78		"	Enid	90	
"	1250—1258	64		"	Ft. Smith	87	
"	1259	68		"	Okmulgee	80	
Sleeper-Observation Lounge	1350	66		"	Joplin	82	
"	1401—1402	102		Lounge-Diner	Kan. City	104	
Sleeper	1450—1466	69		"	Birm'ham	103	
Cafe-Lounge	1506	109		"	Memphis	105	
Diner-Lounge				Business Car	Saint Louis	94	
Observation	1550 & 1551	68		"	S. Francisco	115	
Buffet	1601—1603	85		"	Tennessee	109	
Buffet-Lge.	Glendale	89		"	Missouri	107	
				"	Springfield	109	
				"	Alabama	106	
				"	Oklahoma	110	
				"	Kansas	105	

23. TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6		33	1	49	53	1	7
12	5		34	1	45	54	1	6
15	4		35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3		40	1	30	60	1	
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55½
26	2	18	46	1	18	66	0	54½
27	2	13	47	1	16	67	0	54
28	2	8	48	1	15	68	0	53
29	2	4	49	1	13	69	0	52
30	2		50	1	12	70	0	51½

24. BRIDGE CLASS OF DERRICKS AND BRIDGE CRANE 209

Number	Weight Lbs.	Cap'y Tons	Br. Class	Number	Weight Lbs.	Cap'y Tons	Br. Class
*99021	385,600	250	E-62.9	99029	266,940	160	E-60.0
*99022	385,600	250	E-62.9	99030	196,000	100	E-48.3
99024	273,300	160	E-61.2	99032	197,100	100	E-48.2
*99025	388,000	250	E-63.3	99033	191,500	100	E-47.1
BC-209	189,300	100	E-46.7	99034	200,000	100	E-49.2

(Converted Derrick)

* Diesel Electric.