

**ADDITIONAL STOPS FOR TRAINS CARRYING PASSENGERS**

- Nos. 709 and 710 Stop on signal at Speer and Summerfield.  
 Nos. 736 and 737 Stop on signal at Red Bluff.  
 Nos. 773 and 774 Stop on signal at Kingston, New Woodville, Unger, Fallon, America, Pankov, Comet, Cole, Red Bluff, and Dave.

**FOLLOWING FREIGHT TRAINS WILL CARRY PASSENGERS**

- No. 742.  
 Nos. 736 and 737 Between Arkinda, Ark., and Hope, Ark.

**LIST OF COMPANY SURGEONS**

Dr. E. M. Fessenden, Chief Surgeon.....St. Louis, Mo.

**GENERAL HOSPITAL, LACLEDE AVENUE AND KINGS-HIGHWAY, ST. LOUIS, MO.**

Dr. E. R. Rice.....Surgeon in Charge  
 Dr. H. S. Liggett.....Physician in Charge  
 Dr. Pugh Haynes, Jr.....First House Surgeon  
 Dr. A. F. Caravelli.....First House Physician  
 Dr. B. G. Haumesser.....Dispensary Surgeon  
 Dr. J. M. Black.....Dispensary Surgeon

**DIVISION HOSPITAL, SPRINGFIELD, MO.**

Dr. Robert Vinyard.....Surgeon in Charge  
 Dr. O. C. Horst.....First House Surgeon  
 Dr. C. A. George.....Second House Surgeon

**CENTRAL DIVISION**

Dr. E. S. Patterson.....Local Surgeon.....Antlers, Okla.  
 Dr. G. E. Johnson.....Local Surgeon.....Ardmore, Okla.  
 Dr. R. P. Sullivan.....Local Surgeon.....Ardmore, Okla.  
 Dr. Norman W. Peacock, Jr.,.....Local Surgeon.....Ashdown, Ark.  
 Dr. W. L. Moore.....Local Surgeon.....Bokchito, Okla.  
 Dr. C. H. Hale.....Local Surgeon.....Boswell, Okla.  
 Dr. J. S. Lawson.....Local Surgeon.....Clayton, Okla.  
 Dr. W. K. Haynie.....Local Surgeon.....Durant, Okla.  
 Dr. E. F. Ellis.....Division Surgeon, E. S.....Fayetteville, Ark.  
 Dr. A. A. Gilbert.....Local Surgeon.....Fayetteville, Ark.  
 Dr. W. R. Brooksber, Jr.....Division Surgeon, E. S.....Ft. Smith, Ark.  
 Dr. H. H. Smith.....Local Surgeon.....Ft. Smith, Ark.  
 Dr. W. H. McBrayer.....Local Surgeon, E. S.....Haworth, Okla.  
 Dr. F. D. Switzer.....Division Surgeon, E. S.....Hugo, Okla.  
 Dr. E. A. Johnson.....Local Surgeon.....Hugo, Okla.  
 Dr. P. B. Carrigan.....Local Surgeon, E. S.....Hope, Ark.  
 Dr. G. G. Woods.....Local Surgeon.....Huntington, Ark.  
 Dr. R. D. Williams.....Local Surgeon.....Idabel, Okla.  
 Dr. G. R. Booth.....Local Surgeon.....Leflore, Okla.  
 Dr. J. F. York.....Local Surgeon, E. S.....Madill, Okla.  
 Dr. W. M. West.....Division Surgeon, E. S.....Monett, Mo.  
 Dr. F. J. Moennighoff.....Local Surgeon.....Monett, Mo.  
 Dr. B. B. Bruce.....Local Surgeon.....Mountainburg, Ark.  
 Dr. L. P. McCuiston.....Division Surgeon, E. S.....Paris, Texas  
 Dr. E. M. Woodson.....Local Surgeon.....Poteau, Okla.  
 Dr. W. J. Curry.....Local Surgeon, E. S.....Rogers, Ark.  
 Dr. A. J. Harrison.....Local Surgeon.....Springdale, Ark.  
 Dr. L. D. Jones.....Local Surgeon, E. S.....Talihina, Okla.  
 Dr. A. W. Clarkson.....Local Surgeon.....Valliant, Okla.  
 Dr. H. W. Savery.....Local Surgeon.....Van Buren, Ark.  
 Dr. Hugh Houston.....Local Surgeon.....West Fork, Ark.

J. M. Kurn and Frank A. Thompson, Trustees.  
**St. Louis-San Francisco Railway Company**

**CENTRAL DIVISION**

Supplement C to

**TIME TABLE**

**No. 33**

To Take Effect Sunday,  
**June 11, 1944**

AT 12:01 O'CLOCK A. M.

Superseding Supplement B to Time Table No. 33,  
 Effective December 26, 1943

For the Information and Government of Employees Only, Who  
 Must Also Carry Copy of Supplement A to Special Instruc-  
 tions No. 7, Effective November 28, 1943

The Railway Reserves the Right to Vary From It at Pleasure

Central Standard Time Is Used

**33C**

**H. L. WORMAN**  
 Chief Operating Officer  
 St. Louis, Mo.

**F. H. SHAFFER**  
 General Manager  
 Springfield, Mo.

**S. J. FRAZIER**  
 Asst. Gen. Mgr.  
 Springfield, Mo.

**A. M. BALL**  
 Supt. Transportation  
 Springfield, Mo.

**V. B. GLEAVES**  
 Asst. Supt. Transportation  
 Springfield, Mo.

**E. P. OLSON**  
 Superintendent  
 Fort Smith, Ark.

**SOUTHWARD**

**CENTRAL DIVISION — FT. SMITH SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS                            |                         | FIRST CLASS                    |  | Distance from St. Louis | Telegraph Office | Supplement C to<br><b>TIME TABLE No. 33</b><br>June 11, 1944 |     | Station Number | Track Capacity |              | Fuel, Water, Turn Table, Sec. Checks, Brakes | FIRST CLASS         |                                    | Second Class | Third Class  |
|---|-------------------------|--------------------------------|--|-------------------------|------------------|--|-----|----------------|----------------|--------------|--|---------------------|------------------------------------|--------------|--|
| <b>735</b><br>Fl. Smith<br>Fast Freight | <b>731</b><br>Red Raven | <b>709</b><br>Texas<br>Limited |  |                         |                  | Miles  |     |                |                | Siding       |  | Other               | <b>710</b><br>St. Louis<br>Limited |              | <b>732</b><br>St. Louis &<br>Kansas City<br>Fast Freight |
| Leave Daily                             | Leave Daily             | Leave Daily                    |  |                         |                  | STATIONS   |     |                |                | Arrive Daily |  | Arrive Daily        | Arrive Daily<br>Ex. Sunday         |              |  |
| PM<br>11 35                             | AM<br>8 15              | AM<br>3 20                     |  | 282.0                   | DN               | <b>MONETT</b><br>3.0   | 282 | YA             | RD             | FWTY<br>KB   | PM<br>10 20                                  | AM<br>6 00          | PM<br>3 00                         |              |  |
| 11 45                                   | 8 22                    | 3 28                           |  | 285.0                   |                  | <b>WIGHTMAN</b><br>4.0                                       | 285 | 60             | 2              |              | 10 10  | 5 00                | 2 40                               |              |  |
| 11 55                                   | 8 31                    | s 3 36                         |  | 289.6                   | 2S               | <b>PURDY</b><br>5.2  | 290 | 45             | 36             |              | s10 03                                       | 4 40                | f 2 30                             |              |  |
| 12 05                                   | 8 40                    | s 3 46                         |  | 294.8                   |                  | <b>BUTTERFIELD</b><br>5.8                                    | 295 | 60             | 24             |              | f 9 52                                       | 4 20                | f 2 15                             |              |  |
| 12 15                                   | 8 50                    | s 3 58 <sup>732</sup>          |  | 300.6                   | D                | <b>EXETER</b><br>3.0   | 301 | 58             | 71             |              | s 9 36                                       | 3 58 <sup>709</sup> | f 1 55                             |              |  |
| 12 20                                   | 8 56                    | 4 02                           |  | 303.6                   |                  | <b>WAYNE</b><br>3.3  | 304 | 18             |                |              | 9 32   | 3 35                | 1 40                               |              |  |
| 12 25                                   | 9 02                    | s 4 11                         |  | 306.9                   |                  | <b>WASHBURN</b><br>5.0                                       | 307 | 25             | 21             |              | f 9 27                                       | 3 25                | f 1 30                             |              |  |
| 12 40                                   | 9 17                    | s 4 30                         |  | 312.8                   | DN               | <b>SELIGMAN, MO.</b><br>6.0                                  | 313 | 65             | 87             | WTK          | s 9 14                                       | 3 15                | s 1 15                             |              |  |
| 12 55                                   | 9 30                    | s 4 45                         |  | 319.7                   | D                | <b>GARFIELD, ARK.</b><br>7.4                                 | 320 | 46             | 24             |              | s 8 51                                       | 2 55                | r12 50                             |              |  |
| 1 15                                    | 9 44                    | f 4 57                         |  | 327.1                   |                  | <b>AVOCA</b><br>4.0  | 327 | 48             | 27             |              | f 8 36                                       | 2 35                | r12 30                             |              |  |
|   |                         |                                |  | 332.0                   |                  | <b>BENTONVILLE BR. JCT.</b><br>0.7                           |     |                |                | Y            |  |                     |                                    |              |  |
| 1 40                                    | 10 00                   | s 5 18                         |  | 332.7                   | DN               | <b>ROGERS</b><br>5.3   | 333 | YA             | RD             | W            | s 8 26                                       | 2 25                | s12 15                             |              |  |
| 1 55 <sup>732</sup>                     | 10 10                   | f 5 27                         |  | 338.0                   |                  | <b>LOWELL</b><br>5.1   | 338 | 50             | 18             |              | f 8 07                                       | 1 55 <sup>735</sup> | r11 15                             |              |  |
| 2 05                                    | 10 20                   | s 5 43                         |  | 343.1                   | 2S               | <b>SPRINGDALE</b><br>4.3                                     | 343 | 67             | 202            |              | s 7 59                                       | 1 45                | r11 00                             |              |  |
| 2 11                                    | 10 30 <sup>742</sup>    | f 5 50                         |  | 347.4                   | D                | <b>JOHNSONS</b><br>4.5                                       | 347 | 30             | 21             |              | f 7 43                                       | 1 30                | r10 30 <sup>731</sup>              |              |  |
| 2 17                                    | 10 40                   | 5 57                           |  | 351.9                   |                  | <b>EFAY</b><br>0.5   | 351 | 33             | 44             |              | 7 37   | 1 20                | 10 10                              |              |  |
| 2 19                                    | 10 42                   | s 6 15                         |  | 352.4                   | DN               | <b>FAYETTEVILLE</b><br>1.9                                   | 352 | YA             | RD             |              | s 7 35                                       | 1 15                | r10 05                             |              |  |
| 2 45                                    | 10 52                   | f 6 19                         |  | 354.3                   | D                | <b>FAYETTE JUNCTION</b><br>3.5                               | 354 | YA             | RD             | FWY<br>KB    | 7 19   | 1 10                | s10 00                             |              |  |
| 2 52                                    | 10 59                   | f 6 24                         |  | 357.8                   |                  | <b>GREENLAND</b><br>5.1                                      | 358 | 64             |                |              | f 7 14                                       | 12 40               | f 9 30                             |              |  |
| 2 59                                    | 11 06                   | s 6 33                         |  | 362.9                   |                  | <b>WEST FORK</b><br>2.9                                      | 363 | 25             | 14             |              | s 7 06                                       | 12 30               | f 9 20                             |              |  |
| 3 04                                    | 11 11                   | f 6 38                         |  | 365.8                   |                  | <b>WOOLSEY</b><br>1.2  | 366 |                | 42             |              | f 7 01                                       | 12 20               | f 9 10                             |              |  |
| 3 07                                    | 11 14                   | 6 40                           |  | 367.0                   | T                | <b>CLARY</b><br>3.0  | 367 | 62             |                |              | 6 59   | 12 17               | 9 05                               |              |  |
| 3 13                                    | 11 22                   | f 6 45                         |  | 370.0                   |                  | <b>BRENTWOOD</b><br>4.7                                      | 370 |                | 23             |              | f 6 54                                       | 12 10               | f 8 55                             |              |  |
| 3 25                                    | 11 34                   | s 6 56                         |  | 374.7                   | DN               | <b>WINSLOW</b><br>6.3  | 375 | 47             | 20             |              | s 6 45                                       | 11 55 <sup>AM</sup> | f 8 40                             |              |  |
| 3 45                                    | 11 54                   | f 7 08                         |  | 381.0                   | T                | <b>SCHABERG</b><br>1.7                                       | 381 |                | 29             |              | f 6 29                                       | 11 10               | f 8 00                             |              |  |
|   |                         | f 7 11                         |  | 382.7                   |                  | <b>ARMADA</b><br>3.4   | 383 |                |                |              |  |                     |                                    |              |  |
| 4 00                                    | 12 05 <sup>PM</sup>     | s 7 20                         |  | 386.1                   | DN               | <b>CHESTER</b><br>4.1  | 386 | 47             | 86             | FWT<br>B     | s 6 17                                       | 10 55               | f 7 45                             |              |  |
| 4 10                                    | 12 13                   | s 7 27 <sup>742</sup>          |  | 390.2                   |                  | <b>MOUNTAINBURG</b><br>5.6                                   | 390 | 49             | 5              |              | s 6 08                                       | 10 25               | f 7 27 <sup>709</sup>              |              |  |
| 4 20                                    | 12 23                   | 7 36                           |  | 395.8                   |                  | <b>LANCASTER</b><br>5.3                                      | 396 |                | 23             |              | 6 01   | 10 15               | f 6 55                             |              |  |
| 4 29                                    | 12 33                   | s 7 44                         |  | 401.1                   |                  | <b>RUDY</b><br>0.5   | 401 | 20             | 22             |              | s 5 52                                       | 10 06               | f 6 46                             |              |  |
| 4 31                                    | 12 35                   | 7 46                           |  | 401.6                   | T                | <b>BALL</b><br>2.0   | 402 | 64             |                |              | 5 50   | 10 05               | 6 45                               |              |  |
| 4 36                                    | 12 39                   | 7 49                           |  | 403.6                   |                  | <b>MEADOWS</b><br>4.7  | 404 | 31             |                |              | 5 47   | 10 01               | f 6 41                             |              |  |
| 4 46                                    | 12 49                   | 7 55                           |  | 408.3                   | T                | <b>COPP</b><br>1.6   | 408 | 66             |                |              | 5 40   | 9 54                | 6 34                               |              |  |
| 4 50                                    | 12 53                   | s 7 58                         |  | 409.9                   | 2S               | <b>VAN BUREN</b><br>0.5                                      | 410 | 23             | 79             | W            | s 5 36                                       | 9 50                | f 6 30                             |              |  |
|   |                         |                                |  | 410.4                   |                  | <b>MO. P. CROSSING</b><br>3.7                                |     |                |                | Inter locker |  |                     |                                    |              |  |
|   |                         |                                |  | 414.1                   |                  | <b>F. S. S. R. R. CROSSING</b><br>0.8                        |     |                |                | Inter locker |  |                     |                                    |              |  |
| 6 00 <sup>742</sup>                     | 1 15 <sup>PM</sup>      | 8 10                           |  | 414.9                   |                  | <b>NORTH YARD</b><br>0.5                                     | 415 | YA             | RD             | FWT<br>KB    | 5 23   | 9 30 <sup>PM</sup>  | 6 00 <sup>735</sup>                |              |  |
|   |                         |                                |  | 415.4                   | DN               | <b>GARRISON AVE.</b><br>0.2                                  |     |                |                |              |  |                     |                                    |              |  |
|   |                         | 8 12                           |  | 415.6                   |                  | <b>G. A. JCT.</b><br>0.8                                     |     |                |                |              | 5 21   |                     |                                    |              |  |
|   |                         | 8 20 <sup>AM</sup>             |  | 416.4                   | 2S               | <b>FORT SMITH, ARK.<br/>(UNION DEPOT)</b>                    | 416 | YA             | RD             | KB           | 5 15 <sup>PM</sup>                           |                     |                                    |              |  |
| Arrive Daily                            | Arrive Daily            | Arrive Daily                   |  |                         |                  | (132.9)<br>(134.4)   |     |                |                |              | Leave Daily                                  | Leave Daily         | Leave Daily<br>Ex. Sunday          |              |  |
| <b>735</b>                              | <b>731</b>              | <b>709</b>                     |  |                         |                  |  |     |                |                |              | <b>710</b>                                   | <b>732</b>          | <b>742</b>                         |              |  |
| 20.7                                    | 26.6                    | 26.9                           |  |                         |                  | Average speed per hour                                       |     |                |                |              | 26.4   | 15.6                | 14.8                               |              |  |

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

O. E. HAYS, Trainmaster, Fort Smith, Ark.

G. L. PRESSON, Assistant Superintendent, Fort Smith, Ark.

**SOUTHWARD** **CENTRAL DIVISION — ARTHUR SUB-DIVISION** **NORTHWARD**

| SECOND CLASS                             |              | FIRST CLASS                         |  | Distance from St. Louis Miles | Telegraph Office | Supplement C to TIME TABLE No. 33 June 11, 1944 |        | Station Number | Track Capacity |  | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | FIRST CLASS |  | SECOND CLASS |     |
|--|--------------|-------------------------------------|--|-------------------------------|------------------|---|--------|----------------|----------------|--|--|-------------|--|--------------|-----|
| 735<br>Texas Fast Freight<br>Leave Daily |              | 709<br>Texas Limited<br>Leave Daily |  |                               |                  | STATIONS  | Siding |                | Other          | 710<br>St. Louis Limited<br>Arrive Daily |  |             | 732<br>St. L. & K. C. Fast Freight<br>Arrive Daily |              |     |
|  |              | AM 8 45                             |  | 416.4                         | 2S               | FORT SMITH, ARK. (UNION DEPOT)                  |        | 416            |                |  | KB   | PM 4 45     |  |              |     |
|  |              |                                     |  | 414.9                         |                  | NORTH YARD                                      |        | 415            | YA             | RD                                       | FWT KB   |             |  | PM 5 00      |     |
|  |              |                                     |  | 415.4                         | DN               | GARRISON AVE.                                   |        |                |                |  |  |             |  |              |     |
|  |              |                                     |  | 415.6                         |                  | G. A. JCT.                                      |        | 415            |                |  |  |             |  |              |     |
|  | 9 45         |                                     |  | 416.1                         |                  | M. V. JUNCTION                                  |        | 416            |                |  |  |             |  |              |     |
|  |              |                                     |  | 416.7                         |                  | K. C. S. CROSSING                               |        |                | Inter          | locker                                   |  |             |  |              |     |
|  |              |                                     |  | 416.9                         |                  | M.P. CRS. K.C.S. CRS.                           |        |                |                |  |  |             |  |              |     |
|  | 9 50         | 8 50                                |  | 417.0                         |                  | S. F. JUNCTION                                  |        | 417            |                |  |  | 4 30        |  | 4 42         |     |
|  | 10 01        | 8 58                                |  | 421.0                         |                  | BASHE, ARK.                                     |        | 421            |                | 27                                       |  | 4 24        |  | 4 36         |     |
|  | 10 08        | f 9 03                              |  | 423.5                         |                  | CEDARS, OKLA.                                   |        | 424            | 67             |  |  | f 4 21      |  | 4 31         |     |
|  | 10 15        | s 9 09                              |  | 426.3                         | D                | BONANZA, ARK.                                   |        | 426            | 35             | 280                                      | Y  | s 4 16      | 732  | 4 16         | 710 |
|  | 10 30        | f 9 16                              |  | 429.3                         |                  | JENSON, ARK.                                    |        | 429            |                | 166                                      | wy   | 4 10        |  | 4 00         |     |
|  | 10 40        | f 9 21                              |  | 431.7                         |                  | ROCK ISLAND, OKLA.                              |        | 432            |                | 59                                       |  | f 4 06      |  | 3 54         |     |
|  |              |                                     |  | 431.7                         |                  | M. V. CROSSING                                  |        |                | Inter          | locker                                   |  |             |  |              |     |
|  | 10 55        | s 9 30                              |  | 436.6                         | D                | CAMERON   |        | 437            | 41             | 27                                       |  | s 3 59      |  | 3 45         |     |
|  |              |                                     |  | 443.6                         |                  | K. C. S. CROSSING                               |        |                | Inter          | locker                                   |  |             |  |              |     |
|  | 11 30        | s 9 49                              |  | 444.5                         | DN               | POTEAU  |        | 445            | 39             | 101                                      | W  | s 3 46      |  | 3 25         |     |
|  | 11 45        | 9 58                                |  | 451.1                         |                  | CAVANAL   |        | 451            | 34             |  | Y  | 3 36        |  | 2 55         |     |
|  |              |                                     |  | 453.0                         |                  | C. R. I. & P. CROSSING                          |        |                |                |  |  |             |  |              |     |
|  | PM 12 05     | s 10 05                             |  | 453.0                         | D                | WISTER  |        | 453            | 29             | 53                                       |  | s 3 29      |  | 2 50         |     |
|  | 12 15        | 10 10                               |  | 456.4                         |                  | CASTON  |        | 456            | 40             |  |  | 3 25        |  | 2 30         |     |
|  | 12 30        | 10 19                               |  | 463.0                         |                  | FOLSOM  |        | 463            | 28             |  | W  | 3 17        |  | 2 17         |     |
|  | 12 40        | s 10 27                             |  | 468.6                         | T                | LEFLORE   |        | 469            | 36             | 11                                       |  | s 3 10      |  | 2 09         |     |
|  | 12 52        | f 10 38                             |  | 475.4                         |                  | BENGAL  |        | 475            | 28             | 18                                       |  | f 3 00      |  | 1 58         |     |
|  | 1 05         | 10 46                               |  | 478.9                         | T                | COMPTON   |        | 479            | 23             |  | Y  | 2 53        |  | 1 50         |     |
|  | 1 40 732     | s 10 59                             |  | 483.6                         | D                | TALIHINA  |        | 484            | 63             | 116                                      | W  | s 2 46      |  | 1 40         | 735 |
|  | 2 00         | s 11 09                             |  | 490.3                         |                  | ALBION  |        | 490            |                | 34                                       |  | s 2 33      |  | 1 15         |     |
|  | 2 25 710     | f 11 18                             |  | 495.7                         |                  | KIAMICHI  |        | 496            |                | 32                                       |  | f 2 25      | 735  | 1 00         |     |
|  | 2 40         | s 11 27                             |  | 501.4                         |                  | TUSKAHOMA                                       |        | 501            | 30             | 36                                       | W  | s 2 17      |  | 12 45        |     |
|  | 2 55         | s 11 37                             |  | 506.7                         | D                | CLAYTON   |        | 507            | 36             | 38                                       |  | s 2 07      |  | 12 30        |     |
|  | 3 10         | f 11 48                             |  | 514.2                         | T                | STANLEY   |        | 514            |                | 31                                       |  | f 1 58      |  | 12 15        |     |
|  | 3 25         | f 11 59 732                         |  | 522.2                         |                  | DUNBAR  |        | 522            | 53             | 3  |  | f 1 47      |  | 11 59        | 709 |
|  | 3 35         | PM 12 06                            |  | 527.3                         |                  | WADENA  |        | 527            | 32             |  |  | 1 41        |  | 11 40        |     |
|  | 3 45         | f 12 11                             |  | 530.7                         |                  | KOSOMA  |        | 531            | 35             | 16                                       |  | f 1 36      |  | 11 30        |     |
|  | 3 55         | 12 15                               |  | 533.1                         |                  | NOMOR   |        | 532            | 17             |  |  | 1 32        |  | 11 25        |     |
|  |              | s 12 17                             |  | 533.4                         | D                | MOYERS  |        | 533            |                | 17                                       | W  | s 1 31      |  |              |     |
|  | 4 15         | 12 25                               |  | 538.7                         |                  | KELLOND   |        | 539            | 31             |  |  | 1 22        |  | 11 15        |     |
|  | 4 40         | s 12 28                             |  | 541.6                         | D                | ANTLERS   |        | 542            | 37             | 48                                       |  | s 1 18      |  | 11 10        |     |
|  | 5 00         | 12 42                               |  | 548.7                         |                  | HAMDEN  |        | 549            | 54             |  |  | 1 06        |  | 10 50        |     |
|  | 5 15         | 12 56 710                           |  | 556.2                         |                  | GOOD  |        | 556            | 30             |  |  | 12 56       | 709  | 10 35        |     |
|  | 5 50         | s 1 12                              |  | 559.0                         | 2S               | HUGO  |        | 559            | YA             | RD                                       | FWTY KB  | s 12 52     |  | 10 30        |     |
|  |              |                                     |  | 559.3                         |                  | ARKINDA S.-DIV. CRS.                            |        |                | GATE           |  |  |             |  |              |     |
|  | 6 05         | f 1 20                              |  | 564.0                         |                  | GRANT, OKLA.                                    |        | 564            |                | 27                                       |  | f 12 36     |  | 9 40         |     |
|  | 6 15 PM      | f 1 28                              |  | 569.1                         |                  | ARTHUR CITY, TEX.                               |        | 569            | 35             | 9  |  | f 12 27     |  | 9 30         |     |
|  |              | s 1 45                              |  | 575.6                         |                  | CAMP MAXEY                                      |        | 576            |                | YARD                                     |  | s 12 17     |  | AM           |     |
|  |              | 1 50                                |  |                               |                  | HINCKLEY  |        |                |                | 23                                       |  | 12 09       |  |              |     |
|  | 7 00 PM      | 2 00 PM                             |  | 583.8                         |                  | PARIS   |        | 584            |                | YARD                                     | FWTY KB  | 12 01       |  | 9 00         |     |
|  | Arrive Daily | Arrive Daily                        |  |                               |                  | (167.4)<br>(168.9)                              |        |                |                |  |  | Leave Daily |  | Leave Daily  |     |
| <b>735</b>                               |              | <b>709</b>                          |  |                               |                  |   |        |                |                |  |  | <b>710</b>  |  | <b>732</b>   |     |

Northward trains are superior to southward trains of the same class.  
 J. DALTON, Assistant Superintendent, Fort Smith, Ark.  
 O. E. HAYS, Trainmaster, Fort Smith, Ark.

WESTWARD

CENTRAL DIVISION — ARKINDA SUB-DIVISION

EASTWARD

| SECOND CLASS          |  | FIRST CLASS         |  | Distance from St. Louis | Telegraph Office | Supplement C to TIME TABLE No. 33<br>June 11, 1944 |      | Station Number | Track Capacity |         | Fuel, Water, Turn Table, Fly, Sid. Check, Bulletin | FIRST CLASS  |                     | SECOND CLASS |                       |
|-----------------------|--|---------------------|--|-------------------------|------------------|--|------|----------------|----------------|---------|--|--------------|---------------------|--------------|-----------------------|
| <b>737</b><br>Freight |  | <b>773</b><br>Motor |  |                         |                  | Miles  |      |                |                | Siding  |  | Other        | <b>774</b><br>Motor |              | <b>736</b><br>Freight |
| Leave Daily           |  | Leave Daily         |  |                         |                  | STATIONS   |      |                |                |         |  | Arrive Daily | Arrive Daily        |              |                       |
| AM 9 20               |  | AM 7 50             |  | 679.6                   | 2S               | HOPE   | W680 | YA             | RD             | FWY KB  |  | PM 6 20      | PM 5 30             |              |                       |
|                       |  |                     |  | 679.5                   |                  | MO. P. CROSSING                                    |      | GATE           |                |         |  |              |                     |              |                       |
| f 9 40                |  | f 8 06              |  | 671.4                   |                  | POWERS   | W671 | 58             |                |         |  | f 6 01       | f 5 00              |              |                       |
| f 9 55                |  | s 8 17              |  | 665.3                   |                  | McNAB  | W665 | 38             | 18             |         |  | s 5 49       | f 4 45              |              |                       |
| f 10 10               |  | f 8 28              |  | 659.5                   |                  | ORTON  | W660 | 44             |                |         |  | f 5 38       | f 4 30              |              |                       |
| 10 22                 |  | f 8 39              |  | 653.5                   |                  | LONG   | W654 | 56             |                |         |  | f 5 26       | 4 15                |              |                       |
|                       |  |                     |  | 647.5                   |                  | G. N. & A. CROSSING                                |      | GATE           |                |         |  |              |                     |              |                       |
| s 10 50               |  | s 8 55              |  | 647.4                   |                  | ASHDOWN  | W647 | 44             | 97             |         |  | s 5 15       | s 4 00              |              |                       |
|                       |  |                     |  | 647.0                   | D                | K. C. S. CROSSING                                  |      | Inter          | locker         | WY      |  |              |                     |              |                       |
| f 11 10               |  | s 9 11              |  | 638.1                   |                  | ARDEN  | W638 |                | 29             |         |  | s 4 54       | f 3 00              |              |                       |
| f 11 35               |  | s 9 25              |  | 631.4                   | D                | FOREMAN  | W631 |                | 58             |         |  | s 4 41       | f 2 45              |              |                       |
| f 11 55               |  | s 9 37              |  | 625.2                   |                  | ARKINDA, ARK.                                      | W625 | 31             | 55             |         |  | s 4 28       | f 2 20              |              |                       |
| PM 12 15              |  | s 9 51              |  | 618.1                   |                  | BOKHOMA, OKLA.                                     | W618 |                | 45             |         |  | s 4 13       | 2 00                |              |                       |
| 12 25                 |  | s 10 00             |  | 613.5                   | D                | HAWORTH  | W614 | 36             | 31             |         |  | s 4 03       | 1 40                |              |                       |
| 12 35                 |  | f 10 08             |  | 609.7                   |                  | KULLI  | W610 |                | 18             |         |  | f 3 54       | 1 20                |              |                       |
| 12 55 736             |  | s 10 27             |  | 602.1                   | D                | IDABEL   | W602 | 42             | 110            | W       |  | s 3 36       | 12 55 737           |              |                       |
| 1 15                  |  | s 10 43             |  | 593.7                   |                  | GARVIN   | W594 | 35             | 31             |         |  | s 3 22       | 12 35               |              |                       |
| 1 30                  |  | s 10 53             |  | 589.2                   |                  | MILLERTON  | W589 |                | 33             |         |  | s 3 13       | 12 25               |              |                       |
| 2 05                  |  | s 11 07             |  | 584.3                   | D                | VALLIANT   | W584 | 33             | 114            | Y       |  | s 3 03       | 12 10               |              |                       |
| 2 49 774              |  | f 11 19             |  | 578.2                   |                  | SWINK  | W578 |                | 19             |         |  | f 2 49 737   | PM 11 45            |              |                       |
| 3 01                  |  | s 11 28 736         |  | 574.3                   | D                | FORT TOWSON  | W574 | 35             | 22             | W       |  | s 2 40       | 11 28 773           |              |                       |
| 3 20                  |  | s 11 42             |  | 567.5                   |                  | SAWYER   | W568 |                | 40             |         |  | s 2 25       | 11 05               |              |                       |
|                       |  |                     |  | 559.3                   |                  | ARTHUR S.-DIV. CROSS.                              |      | GATE           |                |         |  |              |                     |              |                       |
| 4 00 PM               |  | PM 12 05 PM         |  | 559.0                   | 2S               | HUGO   | 559  | YA             | RD             | FWTY KB |  | 2 10 PM      | 10 45 AM            |              |                       |
| Arrive Daily          |  | Arrive Daily        |  |                         |                  | (120.8)  |      |                |                |         |  | Leave Daily  | Leave Daily         |              |                       |
| <b>737</b>            |  | <b>773</b>          |  |                         |                  |  |      |                |                |         |  | <b>774</b>   | <b>736</b>          |              |                       |
| 18.1                  |  | 28.4                |  |                         |                  | Average speed per hour                             |      |                |                |         |  | 28.9         | 17.9                |              |                       |

Eastward trains are superior to westward trains of the same class.

## WESTWARD

## CENTRAL DIVISION — ARDMORE SUB-DIVISION

## EASTWARD

| Third Class                | Second Class          | FIRST CLASS |                      | Distance from St. Louis | Telegraph Office | Supplement C to<br>TIME TABLE No. 33<br>June 11, 1944 |              | Station Number | Track Capacity |                            | Fuel, Water, Turn<br>Tables, Wye, Sid.<br>Cross, Bulletin | FIRST CLASS |                       | Second Class              | Third Class |
|----------------------------|-----------------------|-------------|----------------------|-------------------------|------------------|---|--------------|----------------|----------------|----------------------------|---|-------------|-----------------------|---------------------------|-------------|
| <b>751</b><br>Switcher     | <b>737</b><br>Freight |             | <b>773</b><br>Motor  |                         |                  | STATIONS  | Siding       |                | Other          | <b>774</b><br>Motor        |   |             | <b>736</b><br>Freight | <b>750</b><br>Switcher    |             |
| Leave Daily<br>Ex. Sunday  | Leave Daily           |             | Leave Daily          | Miles                   |                  |   | Arrive Daily |                | Arrive Daily   | Arrive Daily<br>Ex. Sunday |   |             |                       |                           |             |
|                            | PM<br>10 00           |             | PM<br>2 15           | 559.0                   | 2S               | <b>HUGO</b><br>6.5                                    | 559          | YA RD          | FWTY<br>KB     | PM<br>12 20                |   | AM<br>8 00  |                       |                           |             |
|                            |                       |             | f 2 29               | 565.5                   |                  | <b>FORNEY</b><br>4.7                                  | V566         |                | 10             |                            | f 12 08   |             |                       |                           |             |
|                            | 10 30                 |             | s 2 38               | 570.2                   |                  | <b>SOPER</b><br>2.9                                   | V570         | 17             | 18             |                            | s 11 59   |             | 7 30                  |                           |             |
|                            | 10 37                 |             | f 2 44               | 573.1                   |                  | <b>JASPER</b><br>7.0                                  | V573         | 34             |                |                            | f 11 53   |             | 7 20                  |                           |             |
|                            | 11 00                 |             | s 3 01               | 580.1                   | D                | <b>BOSWELL</b><br>5.2                                 | V580         | 34             | 33             | W                          | s 11 39   |             | 7 00                  |                           |             |
|                            |                       |             | f 3 11               | 585.3                   |                  | <b>BOOTH</b><br>5.1                                   | V585         |                |                |                            | f 11 28   |             |                       |                           |             |
|                            | 11 30                 |             | s 3 21               | 590.4                   |                  | <b>BENNINGTON</b><br>6.4                              | V590         | 34             | 12             |                            | s 11 19   |             | 6 30                  |                           |             |
|                            | 11 50                 |             | s 3 34               | 596.8                   |                  | <b>BOKCHITO</b><br>4.8                                | V597         | 17             | 17             |                            | s 11 06   |             | 6 05                  |                           |             |
|                            |                       |             | f 3 44               | 601.6                   |                  | <b>BLUE</b><br>2.8                                    | V602         |                |                |                            | f 10 56   |             |                       |                           |             |
|                            | AM<br>12 10           |             | f 3 50               | 604.4                   |                  | <b>PIRTLE</b><br>6.5                                  | V604         | 42             |                |                            | f 10 51   |             | 5 45                  |                           |             |
|                            |                       |             | 3 59                 | 610.9                   |                  | <b>K. O. &amp; G. CROSSING</b><br>0.1                 |              |                |                | Inter locker               | 10 39   |             |                       |                           |             |
|                            |                       |             |                      | 611.0                   | DN               | <b>M.-K.-T. CROSSING</b><br>0.0                       |              |                |                | Inter locker               |   |             |                       |                           |             |
|                            | 12 50                 |             | s 4 09               | 611.0                   |                  | <b>DURANT</b><br>5.4                                  | V611         | 60             | 95             | W                          | s 10 29   |             | 5 30                  |                           |             |
|                            |                       |             | f 4 21               | 616.4                   |                  | <b>KIERSEY</b><br>2.6                                 | V616         |                | 9              |                            | f 10 19   |             |                       |                           |             |
|                            | 1 15                  |             | s 4 27               | 619.0                   |                  | <b>MEAD</b><br>4.7                                    | V619         | 47             | 13             |                            | s 10 13   |             | 4 45                  |                           |             |
|                            | 1 30                  |             | s 4 36<br>PM<br>4 36 | 623.7                   | DN               | <b>LAKESIDE</b><br>4.5                                | E620         |                | 10             |                            | s 10 02<br>AM<br>10 02                                    |             | 4 30                  |                           |             |
|                            | AM                    |             | f 4 43               | 628.2                   |                  | <b>NEW WOODVILLE</b><br>5.1                           | E615         |                |                |                            | f 9 42  |             | AM                    |                           |             |
|                            |                       |             | f 4 50               | 633.3                   |                  | <b>KINGSTON</b><br>7.2                                | E610         |                |                |                            | f 9 35  |             |                       | AM                        |             |
| AM                         | 2 10                  |             | s 5 11<br>PM<br>5 16 | 640.5                   | DN               | <b>MADILL</b><br>0.1                                  | E603         | YA RD          | FWY<br>KB      | s 9 25<br>AM<br>9 20       |   | 3 50        |                       | AM<br>9 50                |             |
|                            | AM                    |             |                      | 640.6                   |                  | <b>ARDMORE JUNCTION</b><br>1.8                        |              |                |                |                            |   |             |                       |                           |             |
|                            |                       |             | f 5 20               | 642.4                   |                  | <b>OAKLAND</b><br>6.7                                 | V642         |                |                |                            | f 9 16  |             |                       |                           |             |
|                            | 5 50                  |             | f 5 35               | 649.1                   |                  | <b>SIMPSON</b><br>3.3                                 | V649         |                | 16             |                            | f 9 03  |             |                       | 9 30                      |             |
|                            |                       |             | f 5 43               | 652.4                   |                  | <b>FRISCO JUNCTION</b><br>1.2                         | V652         |                |                |                            | f 8 56  |             |                       |                           |             |
|                            | 6 00                  |             | f 5 46               | 653.6                   |                  | <b>DURWOOD</b><br>4.5                                 | V654         |                | 39             |                            | f 8 53  |             |                       | 9 15                      |             |
|                            | 6 15                  |             | f 5 55               | 658.1                   |                  | <b>PROVENCE</b><br>6.9                                | V658         |                | 18             |                            | f 8 44  |             |                       | 9 00                      |             |
|                            | 6 30<br>AM            |             | 6 10<br>PM           | 665.0                   | D                | <b>ARDMORE</b>  | V665         | YA RD          | WT<br>KB       | 8 30<br>AM                 |   |             |                       | 8 45<br>AM                |             |
| Arrive Daily<br>Ex. Sunday | Arrive Daily          |             | Arrive Daily         |                         |                  | (106.0)   |              |                |                |                            | Leave Daily   |             | Leave Daily           | Leave Daily<br>Ex. Sunday |             |
| <b>751</b>                 | <b>737</b>            |             | <b>773</b>           |                         |                  |   |              |                |                |                            | <b>774</b>  |             | <b>736</b>            | <b>750</b>                |             |
| 24.5                       | 18.5                  |             | 27.4                 |                         |                  | Average speed per hour                                |              |                |                |                            | 27.7  |             | 18.5                  | 22.6                      |             |

Eastward trains are superior to westward trains of the same class, except No. 751 is superior to No. 750.

Time shown in small figures at Lakeside, New Woodville, Kingston and Madill for information only.

**CENTRAL DIVISION BRANCHES**

**BENTONVILLE BRANCH — FT. SMITH SUB-DIVISION  
WESTWARD EASTWARD**

| Service Performed by Extras | Telegraph Office | Distance from St. Louis<br>Miles | Supplement C to<br><b>TIME TABLE No. 33</b><br>June 11, 1944 |  | Station Number | Track Capacity |       | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Service Performed by Extras |
|-----------------------------|------------------|----------------------------------|--|--|----------------|----------------|-------|--|-----------------------------|
|                             |                  |                                  | STATIONS   |  |                | Siding         | Other |  |                             |
|                             |                  |                                  |  |  |                |                |       |  |                             |
|                             |                  | 332.7                            | <b>ROGERS</b>  |  | 333            | YARD           | W     |  |                             |
|                             |                  | 332.0                            | 0.7<br><b>BENTONVILLE BR. JCT.</b>                           |  |                |                | Y     |  |                             |
|                             | D                | 337.7                            | 5.7<br><b>BENTONVILLE</b>                                    |  | B338           | 97             |       |  |                             |
|                             |                  |                                  | (8.4)  |  |                |                |       |  |                             |
| Average speed per hour      |                  |                                  |  |  |                |                |       |  |                             |

**MANSFIELD BRANCH — ARTHUR SUB-DIVISION  
SOUTHWARD NORTHWARD**

| Service Performed by Extras | Telegraph Office | Distance from St. Louis<br>Miles | Supplement C to<br><b>TIME TABLE No. 33</b><br>June 11, 1944 |  | Station Number | Track Capacity |       | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | Service Performed by Extras |
|-----------------------------|------------------|----------------------------------|--|--|----------------|----------------|-------|--|-----------------------------|
|                             |                  |                                  | STATIONS   |  |                | Siding         | Other |  |                             |
|                             |                  |                                  |  |  |                |                |       |  |                             |
|                             |                  | 429.3                            | <b>JENSON</b>  |  | 429            | 166            | WY    |  |                             |
|                             | D                | 431.0                            | 1.7<br><b>HACKETT</b>  |  | B431           | 210            |       |  |                             |
|                             |                  | 431.4                            | 0.4<br><b>M. V. CROSSING</b>                                 |  |                | GATE           |       |  |                             |
|                             |                  | 438.7                            | 7.3<br><b>MONTREAL</b>                                       |  | B439           | 103            |       |  |                             |
|                             |                  | 440.2                            | 1.5<br><b>MIDLAND</b>  |  | B440           | 62             |       |  |                             |
|                             |                  | 445.0                            | 4.8<br><b>HUNTINGTON</b>                                     |  | B445           | 38             | W     |  |                             |
|                             | D                | 447.2                            | 9.2<br><b>MANSFIELD</b>                                      |  | B447           | 121            | Y     |  |                             |
|                             |                  |                                  | (17.9)   |  |                |                |       |  |                             |
| Average speed per hour      |                  |                                  |  |  |                |                |       |  |                             |

**TRACKS, PLATFORMS AND MAIL CRANES  
BETWEEN STATIONS**

|                                | Mile  | Car Capacity | Station Number | End Connection |
|--------------------------------|-------|--------------|----------------|----------------|
| <b>Ft. Smith Sub-Division:</b> |       |              |                |                |
| Barbara _____                  | 350.1 | 2            | 350            | North          |
| Oak Park _____                 | 411.6 | 19           | 412            | South          |
| <b>Arthur Sub-Division:</b>    |       |              |                |                |
| Ward _____                     | 418.0 | 38           | 418            | Both           |
| Ruge _____                     | 419.1 | 2            | 419            | South          |
| Fenn _____                     | 420.4 | 113          | 420            | South          |
| Fire Chief _____               | 427.0 | 70           | 427            | Both           |
| Elco _____                     | 446.5 | 4            | 447            | North          |
| Smacker _____                  | 448.3 | 175          | 448            | Wye            |
| Nip _____                      | 449.1 | 6            | 449            | North          |
| Yerby _____                    | 449.3 | 49           | 450            | North          |
| Summerfield _____              | 461.0 | Platform     | 461            |                |
| Lamberson _____                | 480.0 | Wye          | 480            | Both           |
| Speer _____                    | 551.1 | Platform     | 551            |                |
| Ord _____                      | 566.6 | 17           | 566            | Both           |
| <b>Ardmore Sub-Division:</b>   |       |              |                |                |
| Unger _____                    | 575.3 | Platform     | V-575          |                |
| Nursery _____                  | 612.5 | 1            | V-612          | East           |
| <b>Arkinda Sub-Division:</b>   |       |              |                |                |
| Dave _____                     | 661.9 | 19           | W-661          | East           |
| Red Bluff _____                | 657.4 | 7            | W-657          | West           |
| Cole _____                     | 655.7 | Platform     | W-656          |                |
| Comet _____                    | 640.7 | 6            | W-641          | West           |
| Pankov _____                   | 634.9 | 8            | W-635          | West           |
| Log Spur _____                 | 622.7 | 12           | W-623          | West           |
| America _____                  | 620.0 | 10           | W-620          | East           |
| Moon _____                     | 618.5 | 12           | W-619          | West           |
| Fallon _____                   | 564.8 | Platform     | W-565          |                |
| <b>Bentonville Branch:</b>     |       |              |                |                |
| Apple Spur _____               | 334.9 | 5            | B-335          | East           |
| <b>Mansfield Branch:</b>       |       |              |                |                |
| No. 14 _____                   | 443.0 | 7            | B-443          | South          |

ST. LOUIS,  
SAN FRANCISCO AND TEXAS  
RAILWAY COMPANY

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PARIS SUB-DIVISION  
Supplement C to  
**TIME TABLE**  
**No. 33**

To Take Effect Sunday,  
**June 11, 1944**

AT 12:01 O'CLOCK A. M.

Superseding Supplement B to Time Table No. 33,  
Effective December 26, 1943

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For the Information and Government of Employees Only, Who  
Must Also Carry Copy of Central Division Supplement A to  
Special Instructions No. 7, Effective November 28, 1943

The Railway Reserves the Right To Vary From It At Pleasure

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Central Standard Time Is Used

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**33<sup>C</sup>**

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**C. J. STEPHENSON**  
Vice-Pres. and General Supt.  
Ft. Worth, Texas

**A. M. BALL**  
Supt. Transportation  
Springfield, Mo.

**V. B. GLEAVES**  
Asst. Supt. Transportation  
Springfield, Mo.



**SOUTHWARD**

**ST. LOUIS, SAN FRANCISCO & TEXAS RAILWAY — PARIS SUB-DIVISION**

**NORTHWARD**

| SECOND CLASS                     |  | FIRST CLASS                 |  | Distance from Arthur City | Telegraph Office | Supplement C to                           |     | Station Number | Track Capacity |           | Fuel, Water, Turn Table, Wye, Sid. Clock, Bulletin | FIRST CLASS                     |  | SECOND CLASS   |  |
|----------------------------------|--|-----------------------------|--|---------------------------|------------------|---|-----|----------------|----------------|-----------|--|---------------------------------|--|--|--|
| <b>735</b><br>Texas Fast Freight |  | <b>709</b><br>Texas Limited |  |                           |                  | <b>TIME TABLE No. 33</b><br>June 11, 1944 |     |                | Siding         | Other     |  | <b>710</b><br>St. Louis Limited |  | <b>732</b><br>St. Louis and Kansas City Fast Freight |  |
| Leave Daily                      |  | Leave Daily                 |  | Miles                     |                  | STATIONS                                  |     | Arrive Daily   |                |           |  | Arrive Daily                    |  |  |  |
| PM<br>6 15                       |  | PM<br>f 1 28                |  |                           |                  | ARTHUR CITY                               | 569 | 35             | 9              |           |  | PM<br>f12 27                    |  | AM<br>9 30   |  |
| 6 25                             |  | f 1 34                      |  | 4.2                       |                  | POWDERLY                                  | 573 |                | 26             |           |  | f12 21                          |  | 9 22   |  |
| 6 30                             |  | s 1 45                      |  | 6.5                       | D                | CAMP MAXEY                                | 576 | YARD           |                |           |  | s12 17                          |  | 9 16   |  |
| 6 40                             |  | 1 50                        |  | 9.5                       |                  | HINCKLEY                                  | 578 |                | 23             |           |  | 12 09                           |  | 9 10   |  |
| 7 00<br>PM                       |  | 2 00<br>PM                  |  | 14.7                      | D                | PARIS                                     | 584 | YARD           |                | FWT<br>KB |  | 12 01<br>PM                     |  | 9 00<br>AM   |  |
| Arrive Daily                     |  | Arrive Daily                |  |                           |                  | (14.7)                                    |     |                |                |           |  | Leave Daily                     |  | Leave Daily  |  |
| <b>735</b>                       |  | <b>709</b>                  |  |                           |                  |   |     |                |                |           |  | <b>710</b>                      |  | <b>732</b>   |  |
| 19.6                             |  | 27.6                        |  |                           |                  | Average speed per hour                    |     |                |                |           |  | 33.9                            |  | 29.3   |  |

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

**TRACKS, PLATFORMS AND MAIL CRANES BETWEEN STATIONS**

|            | Mile  | Car Capacity | Station Number | End Connected |
|------------|-------|--------------|----------------|---------------|
| Trout..... | 571.1 | 11           | 571            | Both          |