

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

CENTRAL DIVISION

BETWEEN

Coffeyville and Argenta; Cherokee Junction and Greenwood; Ft. Smith and Van Buren;
Ozark Junction and Hartman Junction; Spadra Junction and Knoxville Junction.

TIME TABLE No. 5

TAKING EFFECT AT 12:01 A. M. SUNDAY, MAY 12, 1907.

Superseding Time Table Number 4, Dated November 11, 1906, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.

THE COMPANY RESERVES THE RIGHT TO VARY THEREFROM AS CIRCUMSTANCES MAY REQUIRE.

CENTRAL STANDARD TIME.

C. S. CLARKE, A. W. SULLIVAN, J. W. HIGGINS, W. J. MCKEE, J. W. DEAN, T. E. BYRNES.

Vice-President, General Manager, Assistant General Manager, General Superintendent, Superintendent, Superintendent of Transportation,
ST. LOUIS, MO. ST. LOUIS, MO. ST. LOUIS, MO. COFFEYVILLE, KAN. VAN BUREN, ARK. ST. LOUIS, MO.

WAGONER DISTRICT—BETWEEN COFFEYVILLE AND VAN BUREN YARD.

TRAINS—SOUTH BOUND.								TIME TABLE No. 5. Taking Effect May 12, 1907.	TRAINS—NORTH BOUND.																		
THIRD CLASS.			SECOND CLASS.		FIRST CLASS.			Stations from Coffeyville.	Stations from Van Buren.	FIRST CLASS.			SECOND CLASS.		THIRD CLASS.												
745 Okla. & Ind. Mixed.	193 Local Freight.	191 Local Freight.	157 Colo. & Okla. & New O. Red Ball.	153 Little Rock Red Ball.	105 Texas & La. Express.	103 Texas & La. Mail & Express.	104 Kansas City Mail.			106 Colo. & E. C. Mail & Express.	156 Colo. & Okla. Red Ball.	168 Kansas City Stock.	192 Local Freight.	194 Local Freight.	746 Okla. & Ind. Mixed.												
DAILY		DAILY		DAILY		DAILY		DAILY						DAILY		DAILY											
KANSAS CITY								KANSAS CITY																			
Lv	Ar	Lv	Ar	Lv	Ar	Lv	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar										
11.16	8.45	12.30	9.10	11.00	10.30	11.00	10.30	7.15	5.30	11.00	6.30	10.46	10.15	7.20	4.15	5.46											
COFFEYVILLE								COFFEYVILLE																			
Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar										
8.45	9.10	9.42	10.10	11.05	11.45	12.30	1.10	1.40	2.00	2.35	3.00	3.40	4.35	8.00	8.45	10.05	10.55	11.35	11.59	12.15	12.42	1.00	1.30	2.00	2.32	3.10	3.35
8.45	9.10	9.42	10.10	11.05	11.45	12.30	1.10	1.40	2.00	2.35	3.00	3.40	4.35	8.00	8.45	10.05	10.55	11.35	11.59	12.15	12.42	1.00	1.30	2.00	2.32	3.10	3.35
WAGONER								WAGONER																			
Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar										
8.00	8.45	10.05	10.55	11.35	11.59	12.15	12.42	7.20	7.15	7.02	6.30	6.27	6.21	6.04	5.50	5.40	5.27	5.18	5.15	5.04	4.54	4.50	4.40	4.25	4.15	4.05	3.40
VAN BUREN YARD								VAN BUREN YARD																			
Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar										
8.00	8.45	10.05	10.55	11.35	11.59	12.15	12.42	7.20	7.15	7.02	6.30	6.27	6.21	6.04	5.50	5.40	5.27	5.18	5.15	5.04	4.54	4.50	4.40	4.25	4.15	4.05	3.40

A 1. All North Bound Trains are superior to Trains of same class in the opposite direction.
For Special Instructions A 2 to A 13 pertaining to Wagoner District, see page 5. Read them carefully.

Business Tracks not shown as Stations on Time Table.

NAME.	Station Number.	Distance from St. Louis.	Capacity.
Stevens Spur.	43492	156.07	4 Cars.
Barbee Stock Yds.	A-412	152.57	10 "

F. W. Kirby, Chief Dispatcher,
Van Buren.

G. B. HOWDEN, Train Master,
Van Buren.

GREENWOOD BRANCH—BETWEEN CHEROKEE JUNCTION AND GREENWOOD.

3

TRAINS—SOUTH BOUND.							TIME TABLE No. 5. Taking Effect May 12, 1907.	TRAINS—NORTH BOUND.						
SECOND CLASS.			FIRST CLASS.					Distance from Greenwood.	Station Number.	FIRST CLASS.		SECOND CLASS.		
743 Greenwood Mixed.	741 Greenwood Mixed.	911 (Ark. Cent.) Mixed.	123 Kansas City Mail.	105 Texas and La. Express.	103 Texas and La. Mail and Exp.	104 Kansas City Mail.				106 St. L. & S. F. Mail and Exp.	912 (Ark. Cent.) Mixed.	742 Fort Smith Mixed.	744 Van Buren Mixed.	
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.			
Lv 2.35 ^{PM}	Lv 8.20 ^{PM}		Lv 3.40 ^{PM}	Lv 12.01 ^{AM}	Lv 12.22 ^{PM}	Lv 12.22 ^{PM}	Ar 22.56	Ar 4.15 ^{PM}	Ar 4.05 ^{PM}		Ar 9.15 ^{PM}	Ar 11.55 ^{PM}		
						Ar 608.62	Ar 20.47	Ar 19.03						
						Ar 611.14	Ar 18.04	Ar 16.53			Ar 10.00 ^{PM}	Ar 8.00	Ar 11.30	Ar 11.20
3.00 3.45	8.50	Lv 4.15 ^{PM}	Ar 3.60 ^{PM}	Ar 12.11 ^{AM}	Ar 12.33 ^{PM}	Ar 613.65	Ar 16.53	Ar 15.80						
						Ar 616.29	Ar 13.80	Ar 11.23			Ar 9.45 ^{PM}	Ar 7.45	Ar 11.00	
3.55	9.00	Ar 4.30 ^{PM}				Ar 617.95	Ar 11.23	Ar 9.12			Ar 7.36	Ar 10.45		
f 4.05	f 9.10					Ar 620.00	Ar 9.12	Ar 7.22			Ar 7.22	Ar 10.25		
f 4.17	9.31					Ar 621.90	Ar 7.22	Ar 5.34			Ar 7.17	Ar 10.15		
s 4.30	s 9.25					Ar 623.84	Ar 5.34	Ar 4.05			Ar 7.00 ^{PM}	Ar 10.00 ^{PM}		
Ar 5.00 ^{PM}	Ar 9.40 ^{PM}					Ar 629.18	Ar .00				Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.		Daily.	Daily.			Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	
743	741	911	123	105	103		104	106			912	742	744	
0.25	1.20	0.15	0.10	0.10	0.11		0.10	0.10			0.15	1.15	1.55	

SPECIAL INSTRUCTIONS.

B 1. All North Bound Trains are superior to trains of the same class in the opposite direction.

B 2. No. 741 is superior to No. 912.

B 3. No. 741 is superior to No. 744.

B 4. No. 123 is superior to No. 104.

B 5. Train registers Cherokee Junction, Fort Smith, Jenny Lind and Greenwood telegraph office, at Arkansas Central Junction in register box for all trains.

All first class trains may register by Register Ticket, Form 319, at Cherokee Junction.

B 6. Bulletin Boards.—Fort Smith telegraph office.

B 7. Water Stations.—Fort Smith, Jenny Lind.

B 8. Engines not exceeding 82 tons may be run on this branch.

B 9. Railroad Crossings not gated.
Ft. S. & W. Crossing, 1.64 mile north of Coleman.

K. C. S. Crossing, 1.65 mile north of Coleman.
St. L. & S. F. Crossing, 1.66 mile north of Coleman.

Ark. Cent. Crossing, 0.01 mile south of Arkansas Central Junction.

See special instructions, Q 22 and Q 23.

B 10. Second and inferior class trains and extras must run carefully through yard limits at Cherokee Junction, Fort Smith and Jenny Lind. In case of

accident, responsibility rests with approaching train. Following sections of first class trains must also run carefully through yard limits at Cherokee Junction, Fort Smith and Jenny Lind.

Cherokee Junction Yard extends from 1000 feet north of mile post 511 to 1800 feet south of mile post 509.

Fort Smith Yard extends from 900 feet north of mile post 513 to 1960 feet north of mile post 516 and to St. L. & S. F. Junction on Fort Smith branch. Jenny Lind Yard extends from 860 feet north of mile post 526 to 1210 feet south of mile post 528.

FORT SMITH BRANCH—BETWEEN FORT SMITH AND VAN BUREN—(VIA FRISCO BRIDGE).

TRAINS—SOUTH BOUND.							TIME TABLE No. 5. Taking Effect May 12, 1907.	TRAINS—NORTH BOUND.						
FIRST CLASS.				Distance from Fort Smith.	Station Number.	FIRST CLASS.								
105 Texas and La. Express.	103 Texas and La. Express.	105 Texas and La. Express.	103 Texas and La. Express.			106 St. L. & S. F. Mail and Exp.		106 St. L. & S. F. Mail and Exp.						
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.						
Lv 12.25 ^{PM}	Lv 12.45 ^{PM}		Lv 12.33 ^{PM}	Lv 12.58	Lv 12.45 ^{PM}	Ar 600.40	Ar 2.01	Ar 3.07			Ar 3.40 ^{PM}			
						Ar 604.44	Ar 1.30	Ar 3.07						
						Ar 602.78	Ar 1.30	Ar 3.75						
						Ar 602.70	Ar 1.60	Ar 3.75			Ar 3.26			
Ar 12.45 ^{PM}	Ar 1.05 ^{PM}					Ar 601.05	Ar 5.40	Ar 3.26			Ar 3.20 ^{PM}			
Daily.	Daily.						Daily.	Daily.			Daily.			
105	103						106	106			106			
0.20	0.20						0.20	0.20			0.20			

SPECIAL INSTRUCTIONS.

C 1. All North Bound Trains are superior to trains of the same class in the opposite direction.

C 2. Between Van Buren and St. L. & S. F. Junction all trains will be governed by St. L. & S. F. Time Table.

F. W. KIDD, Chief Dispatcher,
Van Buren.

C 3. Train registers Van Buren Dispatcher's office and Fort Smith telegraph office.

C 4. Standard Clocks.—Van Buren Dispatcher's office.

C 5. Bulletin Boards.—Van Buren Dispatcher's office. Fort Smith telegraph office.

C 6. Water Stations.—Fort Smith.

C 7. Engines not exceeding 82 tons may be run on this branch.

C 8. Second and inferior class trains and extras must run carefully through yard limits at Fort Smith and all trains through Van Buren Yard. In case of accident, responsibility rests with approaching train. Following sections of first class

trains must also run carefully through yard limits at Fort Smith. Van Buren Yard extends from mile post 499 to 900 feet north of mile post 505. Fort Smith Yard extends from St. L. & S. F. Junction to 1960 feet north of mile post 516 and to 900 feet north of mile post 513 on Greenwood Branch.

G. B. HOWDEN, Train Master,
Van Buren.

VAN BUREN DISTRICT—BETWEEN VAN BUREN YARD AND LITTLE ROCK.

TRAINS—SOUTH BOUND.						TIME TABLE		TRAINS—NORTH BOUND.									
THIRD CLASS.		SECOND CLASS.		FIRST CLASS.		Stations from Van Buren.	Station Number.	FIRST CLASS.		SECOND CLASS.		THIRD CLASS.					
197 Local Freight.	195 Local Freight.	157 Col. Omaha and N. O. 2nd Ball.	153 Little Rock 2nd Ball.	105 Texas and La. Express.	103 Texas and La. Mail and Exp.			104 Kansas City Mail.	106 Col. and T. C. Mail and Exp.	156 Col. and Omaha 2nd Ball.	178 District 2nd Ball.	196 Local Freight.	198 Local Freight.				
Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Distance from Van Buren.	Station Number.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.				
						400.37	N	VAN BUREN YARD	1 W C T	0.00	3030	Ar 3.16	Ar 3.10	Le 6.30	Ar 12.30	Ar 4.00	
	Le 6.30	Le 12.30	Le 9.00	Le 12.55	Le 1.15	400.70	70	SHIRLEY		2.58	3032	3.09	3.03	6.10	12.06	f 3.30	
	f 6.45	12.40	9.10	1.01	1.21	491.52	D	ALMA		7.65	3034	2.59	f 2.52	5.52	11.39	2.59	
	s 7.10	12.57	9.31	f 1.11	s 1.32	487.51	52	DYER		11.90	3036	2.48	2.42	5.38	11.18	s 2.15	
	s 7.33	1.10	9.50	s 1.20	s 1.42	482.50	N	MULBERRY		16.78	3038	2.38	s 2.32	5.21	10.55	1.53	
	s 8.00	1.25	10.10	s 1.30	s 1.53	477.87	70	WHITE OAK		21.50	3040	f 2.26	2.20	5.04	10.30	f 1.06	
	f 8.28	1.40	10.30	1.39	f 2.03	472.90	100	POPING		26.47	3042	f 2.15	2.10	4.48	10.06	f 12.46	
	f 8.55	2.15	10.53	1.48	f 2.15	467.52	N	OZARK		31.85	3044	s 2.00	s 2.00	4.30	9.45	s 12.25	
	s 9.25	2.45	11.15	s 2.00	s 2.29	460.75		OZARK JUNCTION		32.62	3044	1.55	1.50	4.26	9.41	12.06	
	9.30	2.49	11.19	2.02	2.32	460.94		DENNING		38.48	3046		s 1.46				
	Via Branch.			s 2.12	Via Branch.	459.42	N	DENNING YARD	1 W C T	39.95	3046		1.42	4.00	9.10	Via Branch.	
	10.40	4.02	12.29	2.30	3.08	452.24		HARTMAN JUNCTION		47.13		1.16	1.20	3.30	8.33	10.50	
	s 10.45	4.03	12.30	2.31	s 3.09	452.17	D	HARTMAN		47.20	3053	s 1.15	1.26	3.29	8.32	s 10.45	
	f 11.10	4.18	12.45	2.37	3.16	449.03	80	HOYT		50.34	3054	1.06	1.18	3.15	8.17	f 10.24	
	s 11.40	4.35	1.00	2.45	s 3.25	446.34	N	SPADRA		54.08	3055	12.58	1.10	3.00	8.00	s 10.00	
	11.45	4.37	1.03	2.47	3.29	444.00		SPADRA JUNCTION		54.47	3056	12.54	1.09	2.57	7.58	9.55	
	Via Branch.			Via Branch.	Via Branch.	438.71		KNOXVILLE JUNCTION		60.06	3060	12.14	12.30	2.34	7.33	8.50	
	12.50	5.05	1.31	3.15	4.05	436.40	N	KNOXVILLE		62.97	3061	12.08	12.34	2.34	7.23	s 8.40	
	s 1.10	5.15	1.40	3.20	s 4.12	432.88		PINEY		66.49	3063	f 11.59				f	
	f			f 4.19		430.69	80	SCOTIA		68.68	3065	11.64	12.28	2.00	7.02	f 8.15	
	f 1.50	5.31	2.00	3.30	4.24	428.28		LONDON		71.09	3066	f 11.47				f	
	f			f 4.30		425.61	80	MILL CREEK		73.76	3067	f 11.40	s 12.15	1.30	6.40	f 7.50	
	f 2.30	5.51	2.30	3.40	f 4.38	420.61	N	RUSSELLVILLE	1 W Y C	78.76	3069	s 11.28	12.05	1.10	6.20	Le 7.30	
	Le 9.00	Ar 3.00	6.20	3.00	s 3.52	414.00		GALLA		84.47	3071	f 11.13				f	
	f			f 5.05		413.97	80	WORTHEN		86.70	3072	11.10	11.61	12.20	5.08	2.30	
	10.00	6.50	3.30	4.06	5.08	408.08	D	ATKINS		90.69	3073	s 10.59	s 11.40	11.55	4.35	s 1.50	
	s 10.59	7.12	3.50	s 4.16	s 5.20	402.91	80	BLACKVILLE		96.46	3075	f 10.49	11.30	11.30	4.15	f 1.10	
	f 11.25	7.36	4.15	4.27	f 5.31	400.48		GERMANTOWN		98.89	3076	f 10.41	11.26	11.05	4.06	f 12.55	
	f 11.35	7.46	4.32	f 5.36	s 5.54	389.59	N	MORRILTON		104.01	3078	s 10.28	s 11.14	10.47	3.47	s 12.20	
	s 12.20	8.10	5.00	s 4.46	s 5.54	384.21	80	PLUMERVILLE		109.78	3080	s 10.14	s 10.59	10.26	3.25	s 11.10	
	s 1.00	8.32	5.20	s 4.57	s 6.06	381.86	81	MENIFEE		115.16	3082	f 10.02	10.49	10.08	3.06	f 10.30	
	f 1.25	8.55	5.40	f 5.07	f 6.17	375.99	N	GLEASON		117.51	3083	f 9.55	10.44	9.57	2.64	f 10.15	
	f 1.40	9.06	5.55	f 5.12	f 6.24	370.32	92	CONWAY		123.41	3085	s 9.40	s 10.32	9.30	2.30	s 9.40	
	s 2.30	9.30	6.25	s 5.27	s 6.40	368.47	100	GOLD CREEK		129.06	3088	9.27	10.20	9.10	2.07	f 8.35	
	f 3.20	9.50	6.50	5.38	6.52	362.04	N	MAYFLOWER		132.90	3089	f 9.30	10.15	9.00	1.54	f 8.23	
	f 3.40	10.15	7.02	5.43	f 7.00	356.14	86	PALARM		136.78	3090	s 9.12	f 10.06	8.50	1.42	s 8.10	
	s 4.00	10.32	7.15	f 5.49	s 7.08	349.61	80	MARCHE		143.23	3092	f 8.57	9.57	8.25	1.14	f 7.45	
	f 4.45	11.08	7.45	6.05	f 7.25	346.95	N	AMBOY		149.70	3092	8.40	9.45	8.00	12.45	7.10	
	5.15	11.45	8.40	6.22	7.39	346.27	N	ARGENTA	1 W C T	152.42	3098	Le 8.35	Le 9.40	Le 7.45	Le 12.30	Le 7.00	
	Ar 5.45	Ar 12.30	Ar 9.15	Ar 6.30	Ar 7.45	153.10		LITTLE ROCK		153.10	831	Le 8.25	Le 9.30				
	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.							Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.		
	197	195	157	153	105			153.10				104	106	156	178	196	198
	8.45	8.30	12.00	12.15	5.45							6.50	5.40	10.45	12.00	8.30	8.30

For Special Instructions D-1 to D-14 pertaining to Van Buren District, see page 5.

Read them carefully.

Business Tracks not shown as Stations on Time Table.

NAME.	Station Number.	Distance from St. Louis.	Capacity.
Dalhoff	R-392	343.53	30 Car.
Outta	398	423.67	10 "

VAN BUREN DISTRICT—ALTUS AND CLARKSVILLE BRANCHES.

ALTUS BRANCH.

TRAINS—SOUTH BOUND.			Sliding Capacity in Cars.	TIME TABLE No. 5. Taking Effect May 12, 1907.	Stations Between.	Station Numbers.	TRAINS—NORTH BOUND.		
THIRD CLASS.	FIRST CLASS.	FIRST CLASS.					THIRD CLASS.		
195 Local Freight.	103 Ter. and La. Mail and Exp.						104 Kansas City Mail.	196 Local Freight.	
Daily Ex. Sunday.	Daily.						Daily.	Daily Ex. Sunday.	
Lv 9.30 AM	Lv 2.32 PM				0.00	a3944	Ar 1.55 PM	Ar 12.05 PM	
					2.52	3945			
s 9.54	s 2.46	30 D		ALTUS	3.72	3946	s 1.42	s 11.50 AM	
s 10.24	s 3.00	40 D		COAL HILL	9.13	3951	s 1.28	s 11.20	
Ar 10.40 AM	Ar 3.08 PM			HARTMAN JCT.	12.27	3953	Lv 1.18 PM	Lv 10.50 AM	
Daily Ex. Sunday.	Daily.						Daily Ex. Sunday.		
195	103			12.27			104	196	
1.10	0.36						0.39	1.15	

CLARKSVILLE BRANCH.

TRAINS—SOUTH BOUND.			Sliding Capacity in Cars.	TIME TABLE No. 5. Taking Effect May 12, 1907.	Stations Between.	Station Numbers.	TRAINS—NORTH BOUND.		
THIRD CLASS.	FIRST CLASS.	FIRST CLASS.					THIRD CLASS.		
195 Local Freight.	105 Ter. and La. Expre.	103 Ter. and La. Mail and Exp.					104 Kansas City Mail.	106 Colo. and E. C. Mail and Exp.	196 Local Freight.
Daily Ex. Sunday.	Daily.	Daily.					Daily.	Daily.	Daily Ex. Sunday.
Lv 11.45 AM	Lv 2.47 PM	Lv 3.20 PM			0.00	3956	Ar 12.54 PM	Ar 1.09 PM	Ar 9.55 AM
s 12.01 PM	s 2.56	s 3.41	30 D	CLARKSVILLE	2.59	3957	s 12.39	s 12.59	s 9.38
s 12.23	3.08	s 3.57	33 D	CABIN CREEK	8.36	3959	s 12.23	12.49	s 9.08
Ar 12.50 PM	Ar 3.15 PM	Ar 4.05 PM		KNOXVILLE JUNCTION	11.08	3980	Lv 12.14 PM	Lv 12.39 PM	Lv 8.50 AM
Daily Ex. Sunday.	Daily.	Daily.					Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.
195	105	103		11.08			104	106	196
1.05	0.28	0.36					0.40	0.30	1.05

SPECIAL INSTRUCTIONS FOR THE WAGONER DISTRICT.

- A 2. Passenger and Freight Trains must not exceed a speed of eight (8) miles per hour crossing Illinois Bridge No. 76 at M. P. 550.93.
- A 3. Passenger Trains will not exceed 20 miles per hour, nor Freight Trains 10 miles per hour, passing Stone Bluffs between 2530 feet south of M. P. 571.33 and 530 feet north of M. P. 573.53; and while passing these points will look out for stone on track.
- A 4. Train registers Coffeyville, Wagoner, Cherokee Junction and Van Buren Yard telegraph office for all trains. At Van Buren Dispatcher's office for first class and special trains.
- All first class trains may register by Register ticket, Form 319 at Cherokee Junction.
- A 5. Standard Clocks.—Coffeyville telegraph office, Van Buren Dispatcher's office.
- A 6. Bulletin Boards.—Coffeyville, Wagoner, Van Buren Yard telegraph office, Van Buren Dispatcher's office.
- A 7. Water Stations.—Coffeyville, California Creek, 1 1/2 miles south of Delaware. Verdigris River, 1 1/2 miles south of Elba, Bull Creek, 4 miles south of Inola; Wagoner. Fort Gibson water tank is located 1 mile north of station. Illinois River, 2 miles south of Illinois; 1 1/2 miles south of Hanson, Ashby, Van Buren Yard.
- A 8. Coal Stations.—Coffeyville, Wagoner, Van Buren Yard.
- A 9. Trains 191, 192, 193 and 194 will carry passengers, stopping caboose at station platform.
- A 10. Any engine not exceeding 86 tons may be used on this District.
- A 11. Railroad Crossings gated against Foreign Lines:
M., K. & T. Crossing, 0.13 mile north of Polson. O. & C. C. Crossing, 0.71 mile north of Fort Gibson. Railroad Crossings not gated.
St. L. & S. F. Crossing, 0.70 mile north of Claremore.
M., K. & T. Crossing, 0.10 mile north of Wagoner. M., O. & G. Crossing, 0.01 mile north of Rex. K. C. S. Crossing, 0.92 mile north of Sallisaw. St. L. & S. F. Crossing, 0.27 mile north of Van Buren.
See Special Instructions, Q 22 and Q 23.
- A 12. Second and inferior class trains, and extras must run carefully through yard limits at Wagoner and Cherokee Junction, and all trains Coffeyville and Van Buren Yard. In case of accident, responsibility rests with approaching train. Following sections of first class trains must also run carefully through yard limits at Wagoner and Cherokee Junction.
- All Trains must run under control between Coffeyville Depot and wye switch at west end of Coffeyville yard, keeping sharp lookout for each other and for trains heading around wye onto Coffeyville district main line.**
- Coffeyville Yard extends from 548 feet north of mile post 608 Central Division, 2240 feet west of mile post 31 Southern Kansas Division and 1000 feet west of mile post 29 Joplin Division.
- Wagoner Yard extends from 2180 feet north of mile post 589 to 350 feet south of mile post 587.
- Cherokee Junction Yard extends from 1000 feet north of mile post 511 to 1800 feet south of mile post 509.
- Van Buren Yard extends from 900 feet north of mile post 595 to mile post 499.
- A 13. Mail Cranes between stations: Noodeaha M. P. 696.15.

SPECIAL INSTRUCTIONS FOR THE VAN BUREN DISTRICT.

- D 1. All North Bound Trains are superior to trains of the same class in the opposite direction.
- D 2. Between Argenta and Little Rock all trains will be governed by Arkansas Division Time Table.
- D 3. All Central Division Trains between Argenta and Little Rock will stop not less than 200 nor more than 300 feet from the Junction Switch, South Bound, and not more than 200 feet nor less than 300 feet from Cross Over Switch North Bound, and not proceed until tracks are known to be clear.
- D 4. Passenger Trains will not exceed 20 miles per hour, and Freight Trains 10 miles per hour, passing Stone Bluffs between 2150 feet north of M. P. 471 and 2363 feet south of M. P. 473, and between 1956 feet north of M. P. 477 and 2193 feet south of M. P. 479; and while passing these points will look out for stone on track.
- D 5. Train Registers Van Buren Yard, Denning Yard, Hartman, Spadra, Russellville, Argenta telegraph office, Ozark Junction, Knoxville Junction in register booths for all trains; Van Buren and Little Rock Dispatcher's office for first class and special trains.
- Trains 105 and 106 may register by Register Ticket, Form 319, at Van Buren Yard, Denning Yard, Hartman, Spadra and Argenta, and Trains 103 and 104 at Van Buren Yard.
- D 6. Standard Clocks.—Van Buren and Little Rock Dispatcher's office, Argenta telegraph office.
- D 7. Bulletin Boards.—Van Buren Yard, Denning Yard, Russellville, Argenta telegraph office, Van Buren, Little Rock Dispatcher's office.
- D 8. Water Stations.—Van Buren Yard, Mulberry, Ozark, Denning Yard, Hartman, Spadra Junction, Russellville, Point Remove Creek, 1 1/2 mile south of Germantown, Gleason, Palarm, Argenta.
- D 9. Coal Stations.—Van Buren Yard, Denning Yard, Russellville, Argenta.
- D 10. Trains 195, 196, 197 and 198 will carry passengers, stopping caboose at station platform.
- D 11. Any engines used on the System may be run on this District.
- D 12. Railroad Crossing gated: Arkansas Division Crossing at Argenta.
- D 13. Second and inferior class trains, and extras must run carefully through yard limits at Denning Yard, Coal Hill, Spadra, Russellville and Argenta, and all trains Van Buren Yard. In case of accident, responsibility rests with approaching train. Following sections of first class trains must also run carefully through yard limits at Denning Yard, Coal Hill, Spadra, Russellville and Argenta.
- Van Buren Yard extends from mile post 499 to 900 feet north of mile post 505.
- Denning Yard extends from 1410 feet south of mile post 458 to 1580 feet south of mile post 462, and to Coal Hill via Coal Hill Branch.
- Coal Hill Yard extends from 2300 feet south of mile post 461 to 1060 feet south of mile post 462 on Altus Branch.
- Spadra Yard extends from 360 feet north of mile post 450 to 2290 feet south of mile post 444.
- Russellville Yard extends from 2270 feet south of mile post 420 to 30 feet south of mile post 422.
- Argenta Yard begins at mile post 348.
- D 14. Mail Cranes between stations: Montana mile post 448.03. Preston mile post 371.42.

F. W. KIDD, Chief Dispatcher, Van Buren. G. B. HOWDEN, Train Master, Van Buren. R. C. TEN EYCK, Train Master, Van Buren.

SPECIAL INSTRUCTIONS FOR ALL DISTRICTS AND BRANCHES ON CENTRAL DIVISION.

Q 1. When a train is detoured it must not leave the station at which it returns to its own rails, without a "31" running order.

Q 2. Unless otherwise indicated, the time of a train at any station on time table applies to the switch where an inferior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding or fixed signal, it applies to the place where traffic is received or discharged.

Q 3. Running switches must not be made when they can possibly be avoided. When necessary they must be carefully made. Train Conductor or Yard Foreman first seeing that the tracks are clear, switches all right and hand brakes in good order.

Q 4. Any knowledge Train or Enginemen may have of Block System, whether mechanical or manual, does not permit them to dispense with the use or observance of other signals, whenever or wherever they may be required; nor does it relieve Enginemen and Trainmen from taking all precautions required by train rules for the protection of their trains.

Q 5. No train will be allowed to obstruct any public crossing to exceed five minutes at one time; when more time is required, train must be cut and separated to allow the free use of crossing.

Q 6. All persons are strictly forbidden to board engines or cars while they are in too rapid motion. Under no circumstances must they stand on track and board engines or cars when same are approaching them.

Q 7. Employees must use great care in coupling or uncoupling cars, and not go between the cars unless they are moving at a slow and safe speed, nor attempt to couple or uncouple cars unless the coupling appliances are known to be in good order.

Q 8. When a local first-class train falls back on the time of a fast through first-class train in the same direction it will proceed as an inferior train, clearing the time of the fast train, unless authorized by train order to run ahead of it.

Q 9. Switches must be left set and locked for main track after having been used.

When employees set switches for the main track, they must test the lock to know that it is secured, and must see that the switch points fit properly. Defective locks found on main track switches must be reported to the Train Master by telegraph.

When a switch is found to be in defective condition, the Section Foreman must be immediately notified; and if the condition of the switch involves hazard to the movement of trains, arrangements must be made to flag trains until the track is made safe.

The Train Master must be promptly notified from the first open telegraph office of any defective condition of the track or roadway.

When a train backs in on a siding to meet or be passed by another train, the Engineman, when his engine is in to clear, must also see that the switch is properly set for the main track.

Enginemen must know that switches are properly set before they pull in or out of sidings or other tracks.

Q 10. If anything is seen by Enginemen which has the appearance of an obstruction, or if there be any indication of defect of track or roadway, they must immediately reduce speed, stopping train if necessary, and be assured that the track is clear and safe before proceeding.

If there be reason to believe that their train has passed over any dangerous defect of track or roadway, Enginemen must stop at once and notify the Conductor, in order that he may investigate, and take proper action.

During and immediately after severe storms, they must run with caution over those portions of the track likely to be damaged.

Enginemen must respond promptly in making answer to signals, and when flagged they must not receive information from the flagman until their train is stopped unless the flagman gets on the engine.

When Conductors are made aware their train has caused damage to track by derailment or otherwise, or if it has passed over any dangerous defect in track, bridges or roadway, or in the event of any dangerous obstruction falling from their train, they must stop at once and investigate. If the defect cannot be remedied or the obstruction removed, they must leave a Flagman or other competent employe, with signals to protect the following train, and must notify all trains that are met, until notice is sent to the Train Master from the next telegraph office. Whenever the services of Trackmen are required, they must be promptly called.

Q 11. When running over track or bridge under slow order, the Conductor must have a man on the steps of the last car of a passenger train and on top of the last car of a freight train.

The Engineman must maintain the uniform speed prescribed by the order until an all right signal is received from the man so stationed, after rear of train has passed the designated point.

Q 12. Enginemen must never cut their engines off and leave their train without first consulting their Conductor. This applies to trains of all classes. Conductors of second and succeeding class trains must, when practicable, be on their engines at all meeting points and approaching all yard limit stations, unless they are running closely ahead of a superior train, when they should be on the rear end.

Q 13. If practicable to avoid it, a train must not be allowed to stand on a curve or bridge between stations.

Q 14. Engines running backward must not exceed ten (10) miles per hour except that Helper Engines running backward that are provided with pilot on tender may run twenty (20) miles per hour on main line.

Q 15. Conductors and Enginemen will examine bulletin boards before starting on each trip.

Q 16. The Train Registers, showing the arrival and departure of trains, will be kept at points designated in the Time Table.

Conductor and Engineer must check register at the initial station for their train, as per Rule 83.

At other points where train registers are kept, Conductors must check and enter in register all the information required by its form, and, before proceeding must know whether all trains due, which are superior, or of the same class, have arrived or left.

The Engineman will also check the register at intermediate points when practicable. He must know before leaving a junction, or passing from double to single track, that all trains due which are superior, or of the same class, have arrived or left.

Q 17. A train must not leave its initial station on each District without a clearance card (Form 117-Rev.), authorized by the Train Dispatcher and bearing his signature, countersigned by the Operator, or a train order.

If the line fails, the clearance card, bearing the signature of the Operator only, will be authority for the train to proceed on its schedule.

Q 18. When train order signal indicates stop while train is at station, train must have clearance card before proceeding. This will not relieve Operators from complying with requirements of Rule 219.

Q 19. A white lantern will be used at flag stations instead of green and white, as required by Rule 28.

Q 20. Platform lights on rear of first-class trains and cupola lights on cabooses will be used in addition to lights prescribed by Rules and must be concealed when on siding to clear.

Q 21. Conductors will be held responsible for the safety of their trains at all terminals until taken charge of by Yard Master.

Q 22. Iron Mountain trains will approach gated Railroad crossings under full control and at crossings gated against our line, stop, whether gate is turned against Foreign Line or not. Gate must not be turned to clear our line while train is in motion. At points gated against Foreign line, Iron Mountain trains will be prepared to stop within two hundred feet of crossing. If crossing gate is against Foreign Line they may proceed at speed not exceeding ten miles per hour over the crossing.

Q 23. At grade crossings where there are no Signalmen, and the view in each direction is not clear for at least 800 feet, one of the crew must precede the train and give signal for the crossing if safe to proceed.

At crossings where regular Signalmen are employed, all trains will stop and not proceed until all right signal is given by the Signalman.

At a crossing or junction, when practicable, a train must not be stopped at a point where any part of it will interfere with the free passage of trains on the other track.

Q 24. Trains or engines must be run with caution when entering or moving through sidings or yard tracks, expecting to find them occupied.

Empty coach trains, freight transfers or light engines moving or standing on main track in yards at night must have a red light on the rear.

Q 25. Cars must not be left on siding when possible to avoid it.

When a siding is obstructed, notice must be sent promptly by telegraph to the Train Master.

Q 26. Cars on side tracks, whether in yards or at stations, must stand clear of all other tracks.

Q 27. Enginemen must whistle Classification Signals both at Engine and Caboose. Trainmen at Caboose will answer by hand or lamp signal.

Q 28. At schedule meeting points as between passenger trains, and at meeting points made by train order as between passenger and all trains, Passenger Conductors must give two long and one short blast of the air whistle or a series of sharp sounds of the engine gong immediately after station whistle signal is sounded which the Engineman must answer by two short blasts of the whistle.

If the Engineman fails to sound station signal as per Rule 14 (m), at such meeting point, or answer, the Conductor must stop the train before it reaches the ruling switch and report the facts to the Train Master.

Q 29. The Federal Statute prohibits confining stock in cars to exceed twenty-eight consecutive hours without unloading, unless cars are so equipped that stock can and do have proper food, water, space and opportunity to rest therein; provided that upon the written request of the owner or person in custody of a particular shipment, the time of confinement may be extended to thirty-six hours.

Agents at shipping stations will record in a conspicuous place on way-bills, date and hour stock is loaded, and conductors must show this information in their telegraphic consist of train to trainmaster.

When necessary to confine a shipment of stock in cars more than twenty-eight hours, the owner or person in custody of that particular shipment, must make a written request in duplicate addressed to the Railway Company to extend the time stock will be confined in cars to not exceed a total of thirty-six hours. One copy of this request must be attached to the way-bill and the other mailed to the Superintendent.

Conductors must advise trainmasters of request for extensions of time that accompany way-bills, but must not handle stock that has been in cars for twenty-eight hours without special authority from the Superintendent or trainmaster.

Agent at point of destination when stock has been confined for a longer period than twenty-eight hours must report failure to receive copy of such notice, to Superintendent and freight claim agent.

Stock must not be accepted from a connecting line unless same can be delivered at destination or suitable feeding yard within twenty-eight hours from the time last loaded.

Q 30. Enginemen must use the utmost care to prevent killing or injury of stock, and STOP THE TRAIN, if necessary, to prevent such accident.

When stock is killed or injured, the Conductor must be notified and written report promptly made by the Engineman to the Train Master.

Q 31. Great care must be exercised to not overload coal stoves in buildings or cars, and fires in stoves must be examined and made safe before leaving them.

Q 32. The reading of newspapers, books or periodicals by Enginemen, Trainmen, Signalmen, Watchmen and Crossing Flagmen while on duty is prohibited.

EXPLANATION OF CHARACTERS.

D—Day Telegraph Office.
N—Day and Night Telegraph Office.
W—Water. T—Turntable. M—Meal Station.
Y—Wyo. *—Mail Catcher.
C—Coal. †—Scales.

INSTRUCTIONS GOVERNING THE USE OF AIR BRAKES, AIR WHISTLE SIGNALS, BAKER HEATERS, STEAM HEAT AND PINTSCH GAS.

7

AIR BRAKES.

1. A freight train must not leave its initial station with less than seventy-five per cent. of the cars in the train equipped with airbrakes in working order and in use.
2. All of the available air brakes must be connected and in use. When station order makeup will not permit the use of all the air brakes, at least seventy-five per cent. of the cars in the train must be equipped with air brakes and in use. When necessary to cut out air brakes on account of defects or otherwise, it must be done at the cross-over pipes, not at the angle cocks, so as to give a straight train line and obtain the benefit of air brakes in case of train parting. When it is not practicable to cut out at cross-over pipes, car must be switched out and placed with the non-air cars.
3. Enginemen must be notified by the trainmen and know before commencing trip, the total number of cars in the train and the number of air brake cars in use.
4. Conductors and enginemen will be held equally responsible for knowing by personal examination that the brakes upon their trains are in good working order at all times.
5. Air brakes must be tested by applying and releasing brakes from engine before starting from terminal stations, and at all other places where engine or cars have been detached, or hose couplings separated.
6. After all couplings have been made on a passenger train, the engineman will be instructed to apply the brakes; the brakeman or car inspector will then pass to the rear of the train, noticing that the brakes are properly applied to each car. Four taps of the signal bell, or a like number of sounds of the air whistle signal will be given from the rear platform, as notice to the engineman to release brakes; the brakeman or car inspector will then pass to the engine, noticing brakes to see if they properly release. If so, he will notify the engineman that the brakes are working all right. Should the brakes on any car fail to work properly, immediate steps must be taken to put them in order before starting the train. Conductors must personally know that the above test has been made at all terminal stations, as well as at any station where hose coupling has been separated.
- As an extra precaution, enginemen must apply the air brakes by the "service" application of from ten (10) to fifteen (15) pounds reduction in train pipe, while working steam on locomotive, within three hundred (300) yards of the starting point, after leaving a terminal station, or any place where the engine or cars have been detached, or hose coupling separated; also at least one (1) mile before reaching end of double track, junctions, railroad crossings at grade, draw-bridges, regular stops, and before descending heavy grades.
7. Enginemen must use the brakes carefully to avoid injury to passengers or freight. They must not use the emergency application unless it is really necessary; and must be especially careful to apply brakes moderately when train is moving slowly.
8. The conductor's valve must never be used except in case of emergency, and when it is used, should be held open until it is certain that the engineman has noticed the application of the brakes and put his valve on "lap."
9. When there are sufficient air brake cars in service in a freight train to properly handle it, the engineman will be held responsible for "service" stops, but trainmen must be ready to assist in stopping train if called upon. This will not relieve trainmen from being in their assigned positions on train, as required by the Rules and Regulations.
10. When an engine has been coupled to a freight train, and the gauge shows a sufficient pressure in train pipe, the trainman or inspector making the test will request the engineman to apply the brakes and will then go to each car and observe the piston to see that the brake is set. When the last air car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and the person making the test will then examine each car to see that the brake releases, and on arriving at the engine, will report to the engineman the number of brakes in good working order. If any brakes will not release, or have leaks or broken rods, or other defects which render it necessary, they must be cut out by closing stop-cock in branch pipe, and then bleed, to insure that they will not stick. Opening the stop-cock at rear car is not a reliable test of the brakes, and is strictly forbidden.
11. Brakemen of freight trains will be expected to couple air-hose in making up trains at terminal points, and have train in readiness to test air when engine reaches train. They will

begin invariably at rear end of train and see that stop-cock in train pipe at rear of last air car is closed, and all other stop-cocks in train pipe at the end of cars are open; that the hose are all coupled; that the stop-cock in branch pipe of each car is open, the handle of pressure-retaining valve on each car is turned down, and all hand brakes released, unless they are needed to hold the cars while making up train.

12. Enginemen on taking their engines at terminals must start the air pump in time to have a full pressure of air in main reservoir on reaching train, so that they may charge train promptly and test brakes, as outlined above, without delaying the departure of the train.

13. To provide against breaking in two and running together, all air cars in train must be coupled up and working. The non-air piped cars should be scattered through the train, and not bunched together in any one place. If the air reaches through to caboose, the caboose brake must be coupled up and working. Any defect in caboose brake must be promptly reported. When the train is cut between the air cars, or breaks in two, or additional cars are put in between engine and the last air car, the brakes must be tested from the engine, as directed above, before proceeding.

14. If air brakes are found to be inoperative, the cause should be ascertained immediately, and no further dependence placed on them to make stops, until proved to be efficient by a test, as outlined above, that they are working.

15. Trainmen must watch carefully for all indications that brakes are not working on all air cars.

16. With freight trains partially equipped with air brakes, the engineman after shutting off steam, must first allow the slack of the train to run in against the engine, and then apply the brakes gradually by five (5) pounds reduction, allowing ample time for any slack that may not yet be taken up to close in, before another reduction is made. This will avoid rough handling of that portion of train not equipped with air brakes. In all cases the brakes must be applied carefully in order to prevent shocks and damage to cars and lading.

17. In applying brakes to steady train in descending grades, enginemen will use great care to keep the slack of train taken up, release the brakes where the grades or curves will keep train together and apply brakes where grade might allow slack to run out. No excuse will be accepted for rough handling of trains.

18. When brakes are released at foot of grades, ample time must be given for air to release and slack to run out before using steam.

19. When brakes are cut out, conductors will so advise enginemen.

20. Brakes must be fully released on the entire train before detaching engine.

21. The air should be fully released on cars set out from trains on sidings and hand brakes securely set.

22. When uncoupling cars or engines, the brakes must be first released, both angle cocks closed and the couplings parted by hand.

23. Enginemen must have extra hose and couplings on engine. Trainmen must have extra hose and couplings on caboose and baggage cars.

24. Conductors must report to Inspectors any car not in working order.

25. Air brake hose on freight car equipment, when not in use, should be allowed to hang down.

Air brake hose on passenger equipment when cars are not in service or hose coupled up should be hung up in dummy hooks.

AIR WHISTLE.

1. Conductors and enginemen handling trains equipped with air whistle signals, will be responsible for knowing that the device is in proper working order. Trains equipped with air whistle signal must be tested by applying the same from the rear car of train before leaving a terminal station, and at every other station where engine or cars have been detached, or hose couplings separated.
2. This test must be made at the time the air brakes are tested. Conductors will report by wire to Train Master the numbers and initials of cars equipped with air whistle signals that are found to be out of order.
3. In using the air whistle signal, the valve should be held open about one second and remain closed about two seconds between each two sounds. The signals to be used in operating air whistle will be the same as govern Bell Cord Signals.

4. Air whistle hose on passenger equipment, when cars are not in service or hose coupled up, should be hung up in dummy hooks.

BAKER HEATERS.

1. The heater should be kept half full of coal at all times. The coal should never be allowed to get below top of worm. This will give about 15 inches of fire.

2. The inside safety lid should never be opened, except to build the fire or put in coal. (Never force the fire by opening inside safety lid.)

3. To increase the heat, open inside lower damper, and close upper damper.

4. To reduce the heat, close the lower damper and open the upper damper about two inches, or according to the amount of heat required. With both dampers closed, the air will not be too warm at any time, and by proper working of the lower and the upper dampers, and watching the indicator, the car can be kept at any temperature desired.

5. Failure of the heater arises from neglect or mismanagement, generally from allowing fires to run too long without putting in coal, then filling them full and operating the drafts, producing a rapid fire, which instead of warming the car, stops the circulation and creates gases, which are liable to explode.

6. It will be readily understood, that with the large amount of piping in the cars, the circulation—which is principally caused by the weight of the column of water falling from the drum into the pipes, and the difference in the weight of a column of cold and hot water—must be necessarily slow, and that a forced fire will do no good, but will only cause the effect mentioned above.

7. In filling the heater pipes, be sure that the water contains all the salt it will hold in solution, and that no undissolved salt enters the drum. Open the combination cock on the end of the drum and pour in water until it runs freely from same. The water should always stand at the height of combination cock, which may be tried by opening the cock, but only when the fire is very low, and no pressure on. Pipes should be warm all round before passengers enter the car.

STEAM HEAT.

1. During the heating season the steam hose must be connected; the valves opened throughout the train, and steam applied according to requirements.

2. Steam must be circulated throughout the train, all drip valves working freely, and hose connections tight before leaving an initial station, or any place at which cars are set out or taken into the train.

3. The steam admitted to each car must be carefully regulated to maintain a uniform temperature of seventy degrees.

4. Careful attention must be given to the drainage of the train steam pipe to prevent accumulation of water from condensation and the consequent chilling of the cars.

5. Steam hose must not be uncoupled until the steam has been shut off.

6. In case of failure of steam heat, fires must be lighted in the car heaters.

7. Special attention must be given to the printed instructions explaining in detail the mechanism and the operation of the steam heating apparatus. Employees in train service must have a thorough knowledge of the care and management of the heating apparatus.

8. Steam hose on passenger equipment when cars are not in service or hose coupled up should be hung up in dummy hooks.

PINTSCH GAS.

1. When light is required the gas should be turned on about one-half at the main cock in the end of the car. Each lamp must then be lighted separately and the lamp valve turned on full. The globe of a lamp must be closed before the next one is opened to be lighted.

When the lamps throughout a car have been lighted, the gas must be reduced at the main cock to about one-quarter flame and allowed to stand ten minutes for the burners to become well heated, when the main cock can be turned on to full pressure.

2. At 10:30 p. m. the main cock must be turned to reduce all lamps to one-half flame, and at daylight the lamps must be extinguished by turning off the gas at each lamp valve.

The practice of extinguishing lamps by turning off gas at the main cock is prohibited.

C. S. CLARKE,
Vice-President,
ST. LOUIS, MO.

A. W. SULLIVAN,
General Manager,
ST. LOUIS, MO.

J. W. HIGGINS,
Asst. General Manager,
ST. LOUIS, MO.

W. J. McKEE,
General Superintendent,
COFFEYVILLE, KAN.

J. W. DEAN,
Superintendent,
VAN BUREN, ARK.

T. E. BYRNES,
Superintendent Transportation,
ST. LOUIS, MO.

**CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS. IN ADDITION TO
WEIGHT OF ENGINE, TENDER AND CABOOSE.**

CENTRAL DIVISION.

	CLASS OF ENGINES.					
	Nos. 1801 to 1819.	Nos. 401 to 487, 501 to 545.	Nos. 2301 to 2403.	Nos. 2501 to 2515.	Nos. 2601 to 2672.	Nos. 2701 to 2736.
	200 Lbs. Tons.	200 Lbs. Tons.	200 Lbs. Tons.	200 Lbs. Tons.	160 Lbs. Tons.	160 Lbs. Tons.
Argenta to Van Buren,	1450	1250	1150	1090	1050	950
Van Buren to Conway,	1600	1400	1300	1140	1100	1000
Conway to Argenta,	2000	1800	1700	1500	1450	1300
Knoxville Junction to Spadra, (via Clarksville Branch.)		950	850	790	750	650
Spadra to Knoxville, (via Clarksville Branch.)		950	850	790	750	650
Hartman to Ozark, (via Coal Hill Branch.)		950	850	790	750	650
Ozark to Hartman, (via Coal Hill Branch.)		950	850	790	750	650
Coffeyville to Braggs,		1100	1000	900	880	750
Braggs to Van Buren,		1300	1200	1100	1050	950
Van Buren to Oolagah,		1000	900	800	700	650
Oolagah to Coffeyville,		1250	1150	1050	950	850
Van Buren to Greenwood,		1300	1200	1140	1100	1000
Greenwood to Buell,		650	600	520	500	400
Buell to Van Buren,		1200	1100	875	850	800

HOSPITAL DEPARTMENT INSTRUCTIONS.

MAY 12, 1907.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they can not be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon can not immediately be procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the District Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. A report of all accidents on Form 24 must be made, and immediately sent to Train Master, giving all information asked for on the blank.

In reporting accidents to trains carrying passengers, conductors should use telegram Form 154, giving the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first

telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction he accident occurs.

As soon as possible thereafter, Form 335 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.

5. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

6. In every case of personal injury in any Department, a full and complete report must be made at once on Form 335 by every employe immediately present no matter whether he considers his statement of importance or not, answering every question as fully as possible.

7. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery the car or appliance, tool or

machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection on Form 153-Rev., giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent of the Division to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent of the Division.

8. This Company will not recognize any responsibility for board, medicines, nursing or surgical attention, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent of the Division, Claim Agent, or a general officer of the Company, and when so authorized the Chief Surgeon should at once be notified.

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DIVISION AND LOCAL SURGEONS.

NAME.	LOCATION.	OFFICE.	OFFICE PHONE.	RESIDENCE.	RESIDENCE PHONE.
HOSPITAL.....	St. Louis, Mo.....	California and Eads Avenues.....	Bell, Main 3880, Station 52.		
Dr. W. B. Outten, Chief Surgeon.....	St. Louis, Mo.....	California and Eads Avenues.....	Bell, Main 3880, Station 52.....	3515 Pine Street.....	Bell, Lindell 407.
EMERGENCY STATION.....	Little Rock, Ark.....	900 Scott Street.....	Little Rock Tel. Co., No. 311.		
Dr. S. S. Stewart, Div. Surgeon.....	Little Rock, Ark.....	900 Scott Street.....	Little Rock Tel. Co., No. 311.....	900 Scott Street.....	Little Rock Tel. Co., No. 311.
EMERGENCY STATION.....	Coffeyville, Kan.....	Good Samaritan Hospital, 1415 Maple No. 260.			
Dr. W. C. Hall, Division Surgeon.....	Coffeyville, Kan.....	818 Maple Street.....	No. 246.....	402 W. 9th Street.....	No. 44.
Dr. J. P. Sudderth.....	Nowata, I. T.....	Keyes Block.....	No. 156.....	Pecan and Modoc Sts.....	No. 15.
Dr. F. M. Duckworth.....	Claremore, I. T.....	Boling Building.....	No. 40.....	1 Blk. South I. M. Depot.....	No. 117.
Dr. G. W. Ruble.....	Wagoner, I. T.....	Gibson Building.....	No. 1.....	602 McQuairy Avenue.....	No. 57.
Dr. I. D. Burdick.....	Fort Gibson, I. T.....	Front Street.....	No. 159.....	Front Street.....	No. 159.
Dr. W. M. Hunter.....	Vian, I. T.....	Main Street.....		Hunter and Hodger.....	
Dr. J. L. Ferguson.....	Sallisaw, I. T.....	Shermer Hotel.....	No. 80.....	Choctaw and Oak Sts.....	No. 57.
Dr. M. S. Dibrell.....	Van Buren, Ark.....	600 Main Street.....	No. 36.....	405 Broadway.....	No. 35.
Dr. B. Hatchett.....	Fort Smith, Ark.....	6th and Garrison.....	Bell, No. 63.....	4th and D Streets.....	Bell, No. 545.
Dr. L. D. Crawford.....	Jenny Lind, Ark.....	Jenny Lind.....		No. 70.....	
Dr. Thos. Douglass.....	Ozark, Ark.....	Over Bank Building.....	No. 43.....	7th and Pine Streets.....	No. 120.
	Spadra, Ark.....			Railroad Avenue.....	
Dr. T. E. Burgess.....	Knoxville, Ark.....	Railroad Avenue.....			
Dr. S. C. Burgess.....	Russellville, Ark.....	Main and Jefferson.....	Russellville Tel. Co., No. 40.....	South Jefferson.....	Russellville Tel. Co., No. 40.
Dr. R. J. Adams.....	Morrilton, Ark.....	Reid Building.....	S. W. Tel. Co., No. 103.....	Moose and Valley Sts.....	S. W. Tel. Co., No. 33.
Dr. R. W. Darr.....	Atkins, Ark.....	Atkins.....	Independent, No. 75.....	Atkins.....	Independent, No. 31.
Dr. A. R. Bradley.....	Plumerville, Ark.....	Springfield Street.....	No. 9.....	Church Street.....	No. 9.
Dr. G. D. Dickerson.....	Conway, Ark.....	Front Street.....	No. 140.....	Center Street.....	No. 1.
Dr. T. B. Blakely.....	Coal Hill, Ark.....	Railroad Street west of Postoffice.....	No. 19.....	Railroad St. W. of P. O.....	No. 4.
Dr. C. E. Robinson.....	Clarksville, Ark.....	Main Street.....	No. 131.....	Clarksville.....	No. 23.

DR. W. B. OUTTEN, Chief Surgeon,
ST. LOUIS, MO.