

# SAFETY

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

"Obedience to the rules is essential to SAFETY."

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

# THE KANSAS CITY SOUTHERN RAILWAY COMPANY

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## TERMINAL AND NORTHERN DIVISIONS AND THE ARKANSAS WESTERN RAILWAY COMPANY

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### TIME TABLE NO. 24

EFFECTIVE AT 12:01 A. M.  
**SUNDAY**  
**MAY 31, 1936**

## FOR EMPLOYEES ONLY

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

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

C. E. McCARTY, Sup't of Terminals,  
Kansas City, Mo.

O. CORNELISEN, Superintendent,  
Pittsburg, Kans.

## DISTRICTS

### FIRST DISTRICT—

Air Line Jct. to Pittsburg.....124.0 Miles

### SECOND DISTRICT—

Pittsburg to Watts.....106.6 "

K. O. G. Junction to Baxter Springs. . . . . 20.4 "

Chat Junction to Webb City..... 3.8 "

### THIRD DISTRICT—

Watts to Heavener.....102.1 "

### FOURTH DISTRICT—

Heavener to De Queen..... 95.3 "

### FORT SMITH DISTRICT—

Spiro to Fort Smith..... 16.6 "

Kansas City Southern Mileage.....468.8 Miles

Arkansas Western Mileage..... 55.9 Miles

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## TRAIN MASTERS AND DISPATCHERS

F. H. HOOPER, Trainmaster, First and Second Districts. Pittsburg, Kas.

D. B. JAMES, Trainmaster, Third and Fourth Districts Heavener, Okla.

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

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

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

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

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

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## OFFICIAL WATCH INSPECTORS

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

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

J. H. MACE, 1122 Grand Ave.....Kansas City, Mo.

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

J. H. BAKER, 6809 Washington Park Blvd., Sheffield....  
.....Kansas City, Mo.

MACE & REYNOLDS, 3010 Strong Ave., Argentine.....  
.....Kansas City, Kas.

MRS. N. A. FASENMYER, 511 Minnesota Ave.....  
.....Kansas City, Kas.

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

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

B. C. GAYLOR.....Hume, Mo.

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

L. S. McKEE.....Joplin, Mo.

G. H. GLENISTER.....Neosho, Mo.

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

F. W. DAVIS.....Watts, Okla.

ARCHIE E. STARCHER.....Fort Smith, Ark.

M. CHAMLEE.....Heavener, Okla.

J. B. WATKINS.....Mena, Ark.

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

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

# SPECIAL RULES

## MOVEMENT OF TRAINS

1. Districts are designated in the time table for the operation of trains, as per Rule 4 of the Book of Rules.
2. Current time table and Transportation Department rules of the Kansas City Terminal Railway Company will govern between Big Blue Junction and Kansas City Union Station, and rules of the Joplin Union Depot Company between yard limit boards at Joplin.
3. Northward trains are superior to southward trains of the same class, except that Trains 55 and 77 are superior to Train 56 and except on the Fort Smith District and on the Arkansas Western Railway where southward trains are superior to northward trains of the same class.
4. Except at stations where trains are required to obtain clearance cards, a fixed signal must be used at each train order office which will indicate STOP when there are orders to be delivered, or in accordance with Transportation Rule No. 1145; at other times the signal must indicate PROCEED.
5. First District trains cleared at Pittsburg are not required to obtain clearance card at North Yard.
6. Second District trains cleared at North Yard will also obtain clearance card at Pittsburg.
7. Second District trains will obtain clearance card at Joplin Union Depot telegraph office.
8. Conductors will check register at each register station and will furnish engineers with register checks, form 227, unless relieved of so doing by being furnished with train order register check.

Engineers will not leave register stations unless they know, either from register check form 227 furnished by the conductor, or from train order register check, whether or not all trains due, which are superior or of the same class have arrived and/or departed.

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

10. Train registers are located at the following stations:

East Kansas City Yard Office	Neosho.
Big Blue Jct. for all trains entering or leaving K. C. Term. tracks.	Watts.
North Yard.	Spiro.
Pittsburg.	Ft. Smith.
Joplin Union Depot Telegraph Office.	Coal Creek.
	Heavener.
	DeQueen Passenger Station.

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

11. Conductors of first-class trains will leave a register ticket with operator at Yard Office, North Yard. Conductors of all trains entering or leaving Kansas City Terminal tracks will leave a register ticket with operator at Big Blue Jct., except that Conductors of first-class trains carrying green signals passing Big Blue Jct. will be required to personally register at that point.

12. Any regular train carrying signals for a following section will stop at North Yard and Conductor will register.

13. Automatic Block Signals are in operation between the south switch at Oskaloosa and the north switch to the North Yard at Pittsburg.

The Home Signals at the St. Louis & San Francisco Ry. Crossings at Ardath and at mile 119.4 and at the Missouri Pacific Crossing at mile 123.0 are connected with the Automatic Block Signals. There are two arms or lights on each signal post: THE INDICATION OF THE UPPER ARM OR

LIGHT WILL CONTROL MOVEMENT OVER THE CROSSING AS WELL AS MOVEMENT THROUGH THE NEXT BLOCK.

When these signal arms or lights do not function properly, wire report should be made to the Trainmaster from the first open telegraph station and the numbers of the signals should be given so that the trouble may be promptly located and removed.

14. Trains will not leave Rich Mountain and northbound trains will not leave Howard, Page or Stapp, within 15 minutes of the departure of a train moving in the same direction.

Southbound trains will not leave Goodman or Siloam and northbound trains will not leave Decatur, Gravette or McElhany within 15 minutes after the departure of a train moving in the same direction.

15. When an extra train is run on train order schedule shown in Book of Rules under form G, example 3, and is designated as passenger extra, opposing inferior trains will clear the time of such train five minutes and inferior trains in the same direction will clear such train at the time shown at the last station in the rear, but not less than five minutes; such passenger extra is not relieved from observing yard limit rule, No. 93.

## USE OF TRACKS

16. When first-class trains meet at North Yard on special orders, the train in the inferior direction will leave main track at double track switch just north of Twenty-third St.

17. The current of traffic for all except Kansas City Southern first-class trains, using double track between Santa Fe crossing south of dispatchers' office Pittsburg and Mile Post 128.1 will be on the right; Kansas City Southern first-class trains will use the track on the west for movement in either direction. The normal position of main line switches at each end of this double track is lined and locked for the southward or track on the west.

18. Locomotives moving light between Seventh Street, Pittsburg, and North Yard may, under the protection of the yard limit rule, use the southward or track on the west to reach the cross-over at Fourteenth Street.

19. The northward or track on the east will be used as a passing track between Fourth and Twenty-third Streets, Pittsburg; but when first-class trains are to meet at Pittsburg on special orders, the order will designate which train shall take siding and at what point.

20. When first-class trains meet at Watts on special orders, that part of the passing track that lies between the north switch and the cross-over south of the depot will be used. If the trains are to meet at the south lead to the yard, the order must so designate. Passenger trains will not run through yard tracks at Watts without special instructions.

21. When first-class trains meet at Heavener on special orders, the inferior train will take siding at cross-over at yard office or south of the station. When the trains are to meet at the north lead to the yard the order must so state.

22. When first-class trains meet at Mena on special orders, the inferior train will enter the passing track at the outside switch unless the order specifically provides otherwise.

23. At Joplin all first-class and extra passenger trains will use the Joplin Union Depot Company's tracks between Main Street and Third Street. Kansas City Southern switches will be left set and locked for the Kansas City Southern main line.

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

25. At Fort Smith all main line switches will be kept set and locked for Passenger Station Yard. Switch at end of double track will be kept set for Track No. 1. Passenger Station Tracks Nos. 1 and 2 are assigned to Frisco trains. Passenger Station Tracks Nos. 3 and 4 are assigned to K. C. S. trains.

**MISCELLANEOUS**

26. Freight trains will not carry passengers, except:  
 (a) Attendants in charge of live stock, fruit or perishable freight, or those accompanying special baggage cars as authorized by passenger tariffs, when provided with proper transportation.  
 (b) Employees of the Kansas City Southern Railway holding annual passes.  
 (c) Parties holding free transportation endorsed "Good on freight trains."  
 (d) Trains 41, 42, 43, 44, 55, 56, 77 and 88 will not make extra stops to pick up or discharge passengers.

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

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

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

30. With trains of more than twenty (20) cars, locomotive or locomotives at the head of trains will be detached before spotting for water or fuel; however, locomotives may be spotted for water or fuel without detaching from trains when in judgment of the engineer or engineers, this can be done without damage to lading, drawbars, penstocks, or other equipment or structures.

31. Engine Whistle Signal 14-(L), Book of Rules, is hereby changed to:

Two long, one short, and one long ( — — — o — — — ).

This special rule and Rule 30, Book of Rules, will be compiled with in the following manner:

In approaching road or street crossings, unless whistling is prohibited, the whistle signal will be sounded and timed so that the engine or lead car, if cars are being shoved by the engine in either forward or backward motion, will be over the crossing when the last blast ends. The first blast of the whistle will be started at a point from which it will require ten seconds for the engine or lead car to reach the far side of the crossing, the intention being to consume ten seconds in blowing this whistle signal and have the last blast end after the engine or lead car has reached the point where the entire width of the crossing is occupied.

The engine bell shall be rung at the whistling post 1,320 feet or one-quarter of a mile from the road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such public road or street or until the train or cars have stopped. If stop is made within one-quarter of a mile of crossing, crossing whistle signal will be sounded and bell will be rung when the engine is again started and movement over crossing will be made in compliance with first paragraph of these instructions.

STATE OF KANSAS. In this state the whistle signal must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.

32. Following locomotive whistle signal will be used in addition to those shown under Rule 14 of Book of Rules:  
 oo ——— answer to stop signal given by flagman.

33. The following signs placed in columns provided for them on face of card indicate: S, Scale; T, Turn Table; PH, Telephonphone; C, Coal; O, Oil; W, Water; Y, Wye; G, Stop for Meals.

**STANDARD CLOCKS**

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

**BULLETIN BOOKS**

- |         |                               |                              |
|---------|-------------------------------|------------------------------|
| 35..... | East Kansas City Yard Office. | Watts Telegraph Office.      |
|         | East Kansas City Roundhouse.  | Spiro Telegraph Office.      |
|         | North Yard.                   | Fort Smith Telegraph Office. |
|         | Roundhouse, Pittsburg.        | Roundhouse, Heavener.        |
|         | Pittsburg Telegraph Office.   | Heavener Telegraph Office.   |
|         | Joplin Telegraph Office.      | DeQueen Passenger Station.   |
|         | Neosho Telegraph Office.      | Roundhouse, DeQueen.         |

**SPEED RESTRICTIONS**

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main line between Kansas City and DeQueen except as otherwise restricted:	Miles Per Hour	Miles Per Hour
Between Leeds and Grandview.....	50	30
Between Grandview and DeQueen:		
Class D-7, H and H-1 locomotives {Fourth District.....	50	.....
{Other Districts.....	60	.....
Class H, H-1 and D-7 locomotives:		
Handling trains 77 and 88, or extra trains representing those schedules, when such trains do not include tank cars and when they are not otherwise restricted.....		50
Handling other freight trains unless otherwise restricted.....		40
Between Mile Post 93 and North Yard:		
Class H and H-1 locomotives.....	70	45
Class E-4 locomotives.....	45	45
Class E-3 and E-4 locomotives		
Grandview to DeQueen.....	40	40
Class G locomotives.....	25	25
Class G-1 and G-2 locomotives.....	35	35
Other classes of power not otherwise restricted.	40	40
Fort Smith District, except as otherwise restricted:		
Class H and H-1 locomotives.....	40	30
Class E-3 and E-4 locomotives.....	30	30
All other classes of power except as otherwise restricted.....	40	30
Baxter Springs Branch:		
All classes of power.....	25	25
Miscellaneous:		
Trains handling mixed equipment are restricted to a speed of fifty miles per hour.		
Ardath railroad crossing interlocked.....	45	20
Other grade railroad crossings interlocked.....	35	20
Grade railroad crossings gated.....	25	20
All trains handling steam wrecking cranes, pile drivers, derrick cars, and other heavy machinery moving on its own wheels.....		25
Trains handling scale test car.....		35
Passing train order signal where Form "19" train orders are to be handed on.....	20	20
Heavy descending grades:		
Class D-7, H and H-1 locomotives.....	50	35
Locomotives not equipped with engine or pony trucks other than class G.....	20	20
Marais des Cygnes River Bridge A-74, Class G, G-1 and G-2 locomotives.....	15	15
Ten degree curves between Mile Posts 196 and 197	30	15
Arkansas River Bridge A-307.....	35	18
Fort Smith District:		
Poteau River Bridge A-327-A:		
Class E-3, E-4, H and H-1 locomotives.....	15	15

- |   |  |  |
|---|--|--|
| Pittsburg:                                      | Connection leading to Missouri Pacific yard. | All trains and yard engines keep sharp look out for Missouri Pacific and A. T. & S. F. trains using these connections.                 |
| Connection with A. T. & S. F. at Fourth Street. |  |  |
| Pittsburg.                                      | Spiro.                                       | All trains approach and pass through these points under control expecting to find foreign line trains entering or leaving main tracks. |
| Joplin.   | Coal Creek.                                  |  |
| Neosho.   |  |  |
| Joplin Union Depot Company's tracks.            |  | All trains and yard engines move under control expecting to find other trains or engines occupying the main track.                     |

At Fort Smith all trains and yard engines will move under control between S. F. Junction and Passenger Station and on Garland Avenue, expecting to find other trains or engines occupying the main track, moving in either direction.

37. Stations protected by yard limit boards are as follows:

**First District.**  
 Air Line Junction to one-half mile south of Leeds on new line,  
 and Leeds to Belt Junction on old line.  
 Grandview, North Yard, Pittsburg.

**Second District.** **Third District.**  
 Baxter Springs, Neosho, Watts, Poteau,  
 Pittsburg, Siloam, Sallisaw, Howe,  
 Joplin, Watts, Spiro, Heavener.

**Fourth District.** **Ft. Smith District.**  
 Heavener, DeQueen, Ft. Smith  
 Mena, DeQueen Yard, Spiro, Fort Smith.

Fort Smith Terminal Yard limits extend from S. F. Junction to Garland Avenue Junction.

38...RESTRICTIONS IN OPERATION OF LOCOMOTIVES

Baxter Springs Branch. Good for all classes of power.  
 Webb City Branch.  
 Class H, H-1, G, G-1 and G-2 locomotives cannot be operated.

Fort Smith District.  
 Class G, G-1 and G-2 locomotives cannot be operated.

Poteau River Bridge A-327-A, Fort Smith District.  
 Locomotives will not be double headed over this bridge.

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

**First District.** **Second District.**  
 Drexel . . .25 miles per hour. Pittsburg ..15 miles per hour.  
 Merwin . . .30 " " " " Asbury . . .15 " " "  
 Amsterdam.20 " " " " Joplin . . .15 " " "  
 Richards .25 " " " " Neosho . . .20 " " "  
 Mulberry .20 " " " " Anderson .20 " " "  
 Pittsburg .15 " " " " Noel . . .20 " " "  
 Decatur . .15 " " "

**Third District.** **Fourth District.**  
 Heavener . .10 miles per hour. DeQueen. . .15 miles per hour.  
 Ft. Smith District.  
 Ft. Smith .10 miles per hour.

**KANSAS CITY SOUTHERN EMPLOYES' HOSPITAL ASSOCIATION STAFF**

Dr. Sam'l Ayres. . . . .Chief Surgeon. . . . .Kansas City, Mo.  
 707 Argyle Building

" Walter P. Miller. . . . .Asst. Chief Surgeon. " " "  
 707 Argyle Building

" M. B. Simpson. . . . .Eye, Ear, Nose, Throat. " " "  
 " J. W. Sherer. . . . . " " " " " " "  
 " W. L. McBride. . . . .Dermatologist. . . . . " " "  
 " C. C. Dennie. . . . . " " " " " " "  
 " J. H. Cooper. . . . .Neurologist. . . . . " " "  
 " Hermon S. Major. . . . .Neuropsychiatrist . . . . . " " "  
 " E. L. Hinshaw. . . . .Dentist. . . . . " " "  
 " Glenn E. Miller. . . . . " " " " " " "  
 " J. Hall. . . . .Consulting Physician. " " "  
 " W. M. Clemmons. . . . . " " " " " " "  
 " P. T. Bohan. . . . . " " " " " " "  
 " C. B. Francisco. . . . . " " " " " " "  
 " J. J. Davis. . . . .Local Physician. . . . . " " "  
 " J. E. Dibble. . . . .Local Phys. (Colored) " " "  
 " S. S. Hill. . . . .Dentist (Colored) . . . . . " " "  
 " W. C. Anderson. . . . .Local Physician. East " " "  
 " C. G. Vincent. . . . . " " " " " " "  
 " J. F. Hassig. . . . . " " " " " " "  
 " L. D. Mable. . . . .Asst. Local Physician. " " "  
 " J. S. Bennett. . . . .Local Physician. . . . .Sugar Creek, Mo.  
 " C. E. Krimminger. . . . . " " " " " " "  
 " W. A. Moore. . . . . " " " " " " "  
 " B. O. Hartwell. . . . . " " " " " " "  
 " J. M. Smith. . . . . " " " " " " "  
 " J. C. Chambers. . . . . " " " " " " "  
 " N. B. Primm. . . . . " " " " " " "  
 " J. G. Sandidge. . . . . " " " " " " "  
 " A. W. Sandidge. . . . . " " " " " " "  
 " E. C. McDonald. . . . .Division Surgeon. . . . .Pittsburg, Kas.  
 " F. H. Rush. . . . .Asst. Div. Surgeon. . . . . " " "  
 " C. B. Newman. . . . . " " " " " " "  
 " H. L. Stelle. . . . .Eye, Ear, Nose, Throat. " " "  
 " Wilbur H. Graves. . . . . " " " " " " "  
 " A. C. Graves. . . . .Consulting Oculist. . . . . " " "  
 " H. Marion Grandie. . . . .Dentist. . . . . " " "  
 " H. M. Grandie. . . . .Asst. Dentist. . . . . " " "  
 " J. H. Boswell. . . . .Local Physician. . . . .Baxter Springs.  
 " C. L. Alberty. . . . . " " " " " " "  
 " A. M. Gregg. . . . . " " " " " " "  
 " L. C. Chenoweth. . . . . " " " " " " "  
 " Chas. T. Reid. . . . .Oculist. . . . . " " "  
 " R. L. Wills. . . . .Local Physician. . . . .Neosho, Mo.  
 " O. A. Sale. . . . . " " " " " " "

Dr. W. W. Frazier. . . . .Local Physician. . . . .Goodman, Mo.  
 " S. B. Buck. . . . . " " " " " " "  
 " W. C. Ingram. . . . . " " " " " " "  
 " H. A. Leaming. . . . . " " " " " " "  
 " R. B. Wyatt. . . . . " " " " " " "  
 " J. S. Thompson. . . . . " " " " " " "  
 " F. G. Eubanks. . . . . " " " " " " "  
 " J. L. Clemmer. . . . . " " " " " " "  
 " Rex Williams. . . . . " " " " " " "  
 " L. L. Scott. . . . . " " " " " " "  
 " H. M. Flickinger. . . . .Dentist. . . . . " " "  
 " Rex Williams. . . . .Acting Div. Surgeon. Watts, Okla.  
 " E. P. Green. . . . .Local Physician. . . . .Westville, Okla.  
 " R. L. Sellers. . . . . " " " " " " "  
 " Wm. A. Meyers. . . . . " " " " " " "  
 " W. M. McAnally. . . . .Dentist. . . . . " " "  
 " J. A. Cheek. . . . .Local Physician. . . . .Sallisaw, Okla.  
 " J. A. Morrow. . . . .Asst. Local Physician. " " "  
 " A. M. Mixon. . . . .Local Physician . . . . .Spiro, Okla.  
 " W. C. Gilliam. . . . .Asst. Local Physician. " " "  
 " Arthur F. Hoge. . . . .Division Surgeon . . . . .Fort Smith, Ark.  
 " H. H. Smith. . . . .Asst. Div. Surgeon. . . . . " " "  
 " W. C. Eberle. . . . . " " " " " " "  
 " E. C. Moulton. . . . .Oculist. . . . . " " "  
 " D. W. Goldstein. . . . .Dermatologist. . . . . " " "  
 " W. D. Powell. . . . .Dentist. . . . . " " "  
 " E. L. Collins. . . . .Local Physician. . . . .Panama, Okla.  
 " Earl M. Woodson. . . . . " " " " " " "  
 " W. L. Shippey. . . . . " " " " " " "  
 " James R. Baker. . . . .Dentist. . . . . " " "  
 " S. C. Dean. . . . .Local Physician. . . . .Howe, Okla.  
 " E. N. Fair. . . . .Division Surgeon . . . . .Heavener, Okla.  
 " John Harvey. . . . .Asst. Div. Surgeon. . . . . " " "  
 " M. L. Henry. . . . . " " " " " " "  
 " F. P. Blair. . . . .Dentist. . . . . " " "  
 " L. D. Duncan. . . . .Local Physician. . . . .Waldron, Ark.  
 " R. R. Wilson. . . . .Dentist. . . . . " " "  
 " J. D. Thornton. . . . .Local Physician. . . . .Forester, Ark.  
 " J. T. Bogard. . . . . " " " " " " "  
 " H. G. Heller. . . . . " " " " " " "  
 " C. A. Campbell. . . . . " " " " " " "  
 " T. B. Young. . . . . " " " " " " "  
 " F. A. Lee. . . . . " " " " " " "  
 " F. C. Mullins. . . . . " " " " " " "  
 " B. E. Hendrix. . . . . " " " " " " "  
 " C. A. Archer. . . . .Division Surgeon . . . . .DeQueen, Ark.  
 " C. C. Hanchey. . . . .Asst. Div. Surgeon. . . . . " " "  
 " C. M. Gore. . . . .Dentist. . . . . " " "

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

**FIRST DISTRICT—Air Line Junction to Pittsburg**

**SOUTH BOUND**

	THIRD CLASS					FIRST CLASS 15 The Flying Crow	TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.		
	SECOND CLASS				15 The Flying Crow					STATIONS	Week Days.	Sundays and Holidays.
	43 Freight	77 Merchandise Special	55 Manifest Freight	41 Manifest Freight								
	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily							
	Lv 8.00PM	Lv 10.20PM	Lv 7.00PM	Lv 8.00AM	Lv 10.00PM	KANSAS CITY, U.S. 5.3	0	US	Continuous	Continuous		
						PH AIR LINE JCT... 0.1	5.3	CS	Continuous	Continuous		
						.. Mo. Pac. Crossing... 0.3	5.4					
						... Alton Crossing... 0.4	5.7					
						... K. C. T. Crossing... 0.0	6.1					
	8.03	10.25	7.03	8.03	Lv 10.15PM	PH BIG BLUE JCT... .. A. T. & S. F. Cross... 1.1	6.1					
	8.07	10.28	7.07	8.07	10.17	PH Fifteenth Street... 0.5	7.2					
						.. Mo. Pac. Crossing... 2.1	7.7					
	8.16	10.35	7.16	8.16	10.22	PH... LEEDS... 2.8	9.8					
	8.25	10.40	7.25	8.24	10.28	PH... EASTWOOD... 5.4	12.6					
	8.41	10.51	7.41	8.43	10.38	PH... BRYANT... 5.4	18.0					
	9.00	11.03	7.55	9.00	s 10.48	... GRANDVIEW... 3.9	23.4	VG	6.30A-2.30P 7P-3A	6.30A-2.30P 7P-3A		
	9.10	11.15	8.05	9.08	10.55	... ROBINSON... 5.3	27.3					
	9.25	11.26	8.18	9.19	11.05	PH... JAUDON... 6.2	32.6					
	9.40	11.41	8.30	9.31	s 11.16	... CLEVELAND... 2.5	38.8					
	9.48	11.46	8.36	9.37	f 11.22	... WEST LINE... 1.9	41.6					
	9.52	11.50PM	8.40	9.42	11.26	PH... BACON... 4.7	43.5					
	10.05	12.02AM	8.50	9.52	s 11.35	PH... LISLE... 5.1	48.2					
	10.27	12.12	9.00	10.04	s 11.45	PH... DREXEL... 5.3	53.3	DX	8A-4P 6P-2A	6P-2A		
	10.48	12.21	9.10	10.15	s 11.55PM	... MERWIN... 3.9	58.6	MN	6A-3P	6A-8A		
	11.00	12.28	9.17	10.24	s 12.02AM	PH AMSTERDAM... 6.5	62.5	DA	8A-5P 11P-7A	11P-7A		
	11.20	12.40	9.28	10.39	s 12.13	PH... AMORET... 5.2	69.0	BA	8A-5P	None		
						.. Mo. Pac. Crossing... 0.8	74.2					
	11.40PM	12.51	9.45	10.55	s 12.23	PH... TIGER... 5.8	75.0	GR	9A-1A	9A-1A		
	12.05AM	1.01	9.58	11.07	s 12.33	PH... HUME... 6.2	80.8	HM	8A-5P	None		
	12.23	1.10	10.09	11.18	12.41	PH... AMOS... 3.2	86.0					
	12.47	1.16	10.16	11.25	s 12.47	PH STOTTSBURY... 4.5	89.2					
	1.10	1.24	10.27	11.35	s 12.54	... RICHARDS... 0.2	93.7	RD	8A-5P	None		
						.. Mo. Pac. Crossing... 5.5	93.9					
	1.35	1.35	10.39	11.46	f 1.04	PH... EVE... 5.4	99.4	KY	7P-4A	7P-4A		
	1.56	1.44	10.50	11.57AM	1.12	PH... SWART... 4.8	104.8					
	2.15	1.53	11.00	12.08PM	1.20	PH... HARR... 3.1	109.6					
	2.28	1.59	11.06	12.14	s 1.25	... OSKALOOSA... 2.0	112.7					
						.. St. L. & S. F. Crossing... 3.5	114.7					
	2.51	2.09	11.18	12.25	s 1.35	PH... MULBERRY... 1.2	118.2	KN	8A-5P	None		
						.. St. L. & S. F. Crossing... 1.3	119.4					
	3.01	2.14	11.23	12.35	1.39	PH... FULLER... 2.3	120.7					
						.. Mo. Pac. Crossing... 1.7	123.0					
	3.18	2.20	11.32	12.50	1.45	... NELSON... 1.2	124.7					
						.. A. T. & S. F. Crossing... 1.7	125.9					
	Ar 3.30AM	Ar 2.25AM	Ar 11.40PM	Ar 1.00PM	1.50	PH NORTH YARD... 1.4	127.6	NY	Continuous	Continuous		
						.. A. T. & S. F. Crossing... 0.1	129.0					
						.. Mo. Pac. Crossing... 0.2	129.1					
					Ar 1.55AM	PH PITTSBURG... 129.3	129.3	DO	Continuous	Continuous		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	129.3						
	7.30	4.05	4.40	5.00	3.55	Time on District						

No. 55 and No. 77 are superior to No. 56.

# FIRST DISTRICT—Pittsburg to Air Line Junction

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	NORTH BOUND					
			TIME TABLE No. 24		FIRST CLASS			
			Effective MAY 31, 1936		SECOND CLASS			
			STATIONS		16 The Flying Crow	42 Manifest Freight	56 Manifest Freight	88 Merchandise Special
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		785.7	KANSAS CITY, U.S. Ar	8.10AM				
		780.4	PH. AIR LINE JCT. <sup>5.3</sup>		Ar 4.45PM	Ar 9.55PM	Ar 12.05AM	
		780.3	Mo. Pac. Crossing <sup>0.1</sup>					
		780.0	Alton Crossing <sup>0.3</sup>					
Connection Interlocked		779.6	K. C. T. Crossing <sup>0.4</sup>					
Connection Interlocked		779.6	PH. BIG BLUE JCT. <sup>0.0</sup>	Ar 7.55AM	4.33	9.44	11.59PM	
W		778.5	PH. Fifteenth Street <sup>1.1</sup>	7.52	4.30	9.41	11.56	
Interlocked	101	778.0	Mo. Pac. Crossing <sup>0.5</sup>					
		775.9	PH. LEEDS <sup>2.1</sup>	7.46	4.16	9.33	11.51	
	107	773.1	PH. EASTWOOD <sup>2.8</sup>	7.42	4.10	9.26	11.46	
		767.7	PH. BRYANT <sup>5.4</sup>	7.30	3.57	9.13	11.34	
3		762.3	GRANDVIEW <sup>5.4</sup>	7.20	3.45	9.00	11.22	
3	Yard WY Connection	72	ROBINSON <sup>3.9</sup>	7.14	3.37	8.41	11.15	
		753.1	PH. JAUDON <sup>5.3</sup>	7.05	3.25	8.18	11.05	
23		72	CLEVELAND <sup>6.2</sup>	6.55	3.12	7.52	10.53	
26		744.1	WEST LINE <sup>2.8</sup>	6.51	3.05	7.42	10.49	
57		84	PH. BACON <sup>1.9</sup>	6.48	3.00	7.36	10.45	
		71	PH. LISLE <sup>4.7</sup>	6.41	2.50	7.22	10.36	
18 W		73	PH. DREXEL <sup>5.1</sup>	6.33	2.40	7.06	10.27	
47		82	MERWIN <sup>5.3</sup>	6.25	2.29	6.50	10.15	
78		N 101	PH. AMSTERDAM <sup>3.9</sup>	6.19	2.22	6.37	10.08	
56 C-O		S 64	PH. AMORET <sup>6.5</sup>	6.08	2.09	6.17	9.56	
24		72	Mo. Pac. Crossing <sup>5.2</sup>					
Interlocked		711.5	PH. TIGER <sup>0.8</sup>	5.58	1.57	6.00	9.45	
230		W 85	PH. HUME <sup>5.8</sup>	5.49	1.45	5.46	9.33	
71		E 60	PH. AMOS <sup>5.2</sup>	5.40	1.34	5.31	9.22	
10		95	PH. STOTESBURY <sup>3.2</sup>	5.35	1.28	5.24	9.16	
28		95	RICHARDS <sup>4.5</sup>	5.28	1.20	5.13	9.05	
20		84	Mo. Pac. Crossing <sup>0.2</sup>					
Interlocked		691.8	PH. EVE <sup>5.5</sup>	5.19	1.11	4.58	8.55	
116		98	PH. SWART <sup>5.4</sup>	5.11	1.03	4.44	8.45	
M.-K.-T. Con.		84	PH. HARR <sup>4.8</sup>	5.04	12.55	4.32	8.38	
17		83	OSKALOOSA <sup>3.1</sup>	4.59	12.50	4.25	8.32	
12		94	St. L. & S. F. Crossing <sup>2.0</sup>					
34 W		871.0	PH. MULBERRY <sup>3.5</sup>	4.51	12.40	4.10	8.22	
Interlocked		871.0	St. L. & S. F. Crossing <sup>1.2</sup>					
111		866.3	PH. FULLER <sup>1.3</sup>	4.47	12.35	4.04	8.18	
Interlocked		84	Mo. Pac. Crossing <sup>2.3</sup>					
263 S		862.7	NELSON <sup>1.7</sup>	4.40	12.27	3.53	8.11	
Interlocked		861.0	A. T. & S. F. Crossing <sup>1.2</sup>					
Gated		659.8	PH. NORTH YARD <sup>1.7</sup>	4.35	Lv 12.20PM	Lv 3.45PM	Lv 8.05PM	
Yd. O W C S T		658.1	A. T. & S. F. Crossing <sup>1.4</sup>					
Connection		656.7	Mo. Pac. Crossing <sup>0.1</sup>					
Connection		656.6	PH. PITTSBURG <sup>0.2</sup>	Lv 4.30AM				
Y YARD		656.4						
		129.3		Depart Daily	Depart Daily	Depart Daily	Depart Daily	
			Time on District	3.40	4.25	6.10	4.00	

### Location of Mall Cranes.

	Mile No.
Cleveland . . . . .	38.9
West Line . . . . .	41.7
Lisle . . . . .	48.2
Drexel . . . . .	53.4
Merwin . . . . .	58.7
Amsterdam . . . . .	62.6
Amoret . . . . .	69.2
Tiger . . . . .	75.0
Hume . . . . .	80.9
Stotesbury . . . . .	89.3
Richards . . . . .	93.8
Oskaloosa . . . . .	112.8
Mulberry . . . . .	118.8

### Water Tanks Between Stations.

1.5 Mile North of Tiger.  
1.3 Mile North of Stotesbury.

### Sidings and Spurs Between Stations.

	Mile No.	Car Capac.
West Belton . . . . .	29	19
PH-Sinclair . . . . .	78	200
Reo . . . . .	102	6
Tower Coal Co. . . . .	116	40
No. 9 Lead . . . . .	118	50

No. 55 and No. 77 are superior to No. 56.

**SECOND DISTRICT—Pittsburg to Watts**

**SOUTH BOUND**

THIRD CLASS									SECOND CLASS				FIRST CLASS	TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.	
211 M. & A. Freight			43 Freight			41 Manifest Freight	91 A. T. & S. F. Freight	77 Merchandise Special	55 Manifest Freight	15 The Flying Crow	STATIONS	Week Days.	Sundays and Holidays.					
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily								
	Lv	5.00AM	Lv	1.20PM	Lv	2.30AM	Lv	12.01AM	Lv	1.50AM	PH. NORTH YARD..	127.6	NY	Cont.	Cont.			
		5.05		1.25	Lv	6.30AM		12.05		1.55	PH. PITTSBURG....	129.3	DO	Cont.	Cont.			
										2.00	.A. T. & S. F. Crossing.	129.5						
											.A. T. & S. F. Crossing.	129.6						
											.St. L. & S. F. Crossing.	129.7						
											.St. L. & S. F. Crossing.	129.8						
		5.23		1.38		6.43		2.47		2.11	....KNIVETON....	135.3						
		5.32		1.45		6.50		2.55		2.16	PH..K. O. G. JCT....	139.1						
											.St. L. & S. F. Crossing.	139.9						
		5.37		1.49		6.55		3.00		12.30	....ASBURY....	140.4						
		5.55		2.05		7.12		3.12		12.44	....GULFTON....	147.2						
											.St. L. & S. F. Crossing.	147.2						
		6.03		2.12		7.20		3.20		12.52	PH..CHAT JCT.....	150.4						
											UNION DEPOT							
	Lv	9.30AM		6.35		7.30AM		3.30		1.05	....JOPLIN....	154.3	JO	Cont.	Cont.			
											.St. L. & S. F. Crossing.	154.8						
											.St. L. & S. F. Crossing.	154.9						
		9.45		6.50		2.40		3.42		1.20	PH. SAGINAW....	160.0						
		9.55		7.02		2.50		3.49		1.30	PH. TIPTON FORD..	165.1						
		10.07		7.15		3.01		3.57		1.41	....DALBY....	170.5						
											.St. L. & S. F. Crossing.	172.6						
	Ar	10.20AM		7.45		3.15		4.05		1.50	PH...NEOSHO.....	174.0	ON	Cont.	Cont.			
				8.05		3.30		4.18		2.10	PH..McELHANY....	180.7						
				8.15		3.37		4.25		2.30	....GOODMAN....	184.5	MS	8A-5P	None			
				8.25		3.45		4.31		2.40	....ELLIFF....	188.0						
				8.35		3.52		4.38		2.50	....ANDERSON....	191.6	RS	8A-5P	None			
				8.50		4.05		4.45		2.59	....LANAGAN....	195.1	AG	12.01A 4P	12.01A-4P			
				9.12		4.17		4.55		3.13	....NOEL....	200.6	NE	8A-5P	None			
				9.30		4.28		5.03		3.25	..SULPHUR SPGS...	205.3	SU	9A-6P	None			
											.St. L. & S. F. Crossing.	209.8						
				9.55		4.50		5.13		3.40	....GRAVETTE....	209.8	BO	8A-5P	None			
				10.10		4.59		5.20		3.49	PH..DORSEY....	213.6						
				10.35		5.10		5.26		4.00	....DECATUR....	216.9	DE	8A-5F	None			
				10.50		5.23		5.36		4.15	....GENTRY....	222.3	RY	8A-5P	None			
				11.12		5.40		5.48		4.32	....SILOAM....	229.3	SX	8A-5P	None			
	Ar	11.30AM	Ar	5.55PM	Ar	6.00AM	Ar	4.50AM	Ar	5.35AM	PH...WATTS.....	235.9	WS	Cont.	Cont.			
		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily								
		0.50		6.30		4.35		1.00		3.30								
										4.49								
										3.45								
											106.6							
											Time on District							

Webb City Branch.  
(3.8 miles)  
Distance from Kansas City 150.4  
Chat Junction 3.8  
154.2  
Capacity of Sidings 26  
Webb City 108

Sidings and Spurs Between Stations. Mile No. Car Capacity  
Joplin-Pittsburg R. R. Co. ....140 Conn  
Southwest Lime Co. ....173 40  
Rogers-White Lime Co. Spur.....235 11

Additional flag stop for Train No. 15, May 1st to September 30th, inclusive.  
Elk Springs. .... Mile No. 198

Location of Mail Cranes Mile No.  
Asbury. ....140.3  
Saginaw. ....160.7  
Goodman. ....184.6  
Anderson. ....191.7  
Lanagan. ....195.2  
Noel. ....200.6  
Sulphur Springs. ....205.4  
Gravette. ....209.9  
Decatur. ....216.9  
Gentry. ....222.5

No. 55 and No. 77 are superior to No. 56.



## SECOND DISTRICT—Watts to Pittsburg

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	NORTH BOUND									
			TIME TABLE No. 24 Effective MAY 31, 1936									
			STATIONS									
			FIRST CLASS	SECOND CLASS				THIRD CLASS				
16 The Flying Crow	92 A. T. & S. F. Freight	42 Manifest Freight	56 Manifest Freight	88 Merchandise Special	212 M. & A. Freight	44 Freight						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
Yard O W C ST	658.1	PH. NORTH YARD	Ar 4.35AM		Ar 12.05PM	Ar 3.00PM	Ar 7.55PM		Ar 6.45PM			
Y Yard	656.4	PH. PITTSBURG	4.30 4.25	Ar 9.30AM	11.59AM	2.50	7.50		6.40			
Connection	656.2	A. T. & S. F. Crossing										
Connection	656.1	A. T. & S. F. Crossing										
Connection	656.0	St. L. & S. F. Crossing										
Connection Gated	655.9	St. L. & S. F. Crossing										
15	96	650.4	KNIVETON	4.12	9.15	11.46	2.37	7.35		6.25		
Branch	646.6	PH. K. O. G. JOT	4.07	9.07	11.38	2.28	7.28		6.15			
Interlocked	645.8	St. L. & S. F. Crossing										
	84	645.3	ASBURY	f 4.05	9.03	11.35	2.25	7.25		6.10		
Connection 26	84	638.5	GULFTON	3.53	8.47	11.20	2.05	7.10		5.50		
Interlocked		635.3	PH. CHAT JOT	3.48	8.40	11.12	1.48	7.03		5.40		
Branch												
T W B Yard	92	631.4	UNION DEPOT	3.40	Lv 8.30AM	11.05	1.40	6.55	Ar 5.05PM	5.30		
Connection		630.9	JOPLIN	3.30								
		630.8	St. L. & S. F. Crossing									
		630.8	St. L. & S. F. Crossing									
	70	625.7	PH. SAGINAW	3.18		10.50	1.20	6.44	4.50	5.10		
11	82	620.6	PH. TIPTON FORD	3.10		10.40	1.10	6.37	4.40	4.55		
Interlocked	92	615.2	DALBY	3.01		10.28	12.57	6.27	4.28	4.40		
Connection		613.1	St. L. & S. F. Crossing									
Y W Yard	86	611.7	PH. NEOSHO	s 2.55		10.20	12.50	6.20	Lv 4.20PM	4.30		
Connection	84	605.0	PH. McELHANY	2.37		10.02	12.27	6.06		3.55		
14	76	601.2	GOODMAN	s 2.30		9.55	12.18PM	6.00		3.37		
Y 118	82	597.7	BELLEVILLE	2.24		9.40	11.55AM	5.50		3.20		
13	70	594.1	ANDERSON	s 2.17		9.32	11.45	5.43		3.08		
76	102	590.6	LANAGAN	s 2.10		9.25	11.32	5.36		2.55		
OWC 63	82	585.1	NOEL	s 2.00		9.12	11.16	5.25		2.35		
22	W 53	580.4	SULPHUR SPGS.	s 1.50		9.02	11.05	5.16		2.18		
40	E 54	575.9	St. L. & S. F. Crossing									
Interlocked		575.9	GRAVETTE	s 1.42		8.50	10.52	5.07		2.00		
Connection	70	572.1	PH. DORSEY	1.35		8.40	10.43	4.59		1.45		
58	82	568.8	DECATUR	s 1.28		8.32	10.35	4.52		1.30		
W	70	563.4	GENTRY	s 1.18		8.18	10.20	4.41		1.10		
40	82	556.4	SILOAM	s 1.05		8.00	10.00	4.25		12.40		
52	W 58	549.8	PH. WATTS	Lv 12.50AM		Lv 7.35AM	Lv 9.40AM	Lv 4.10PM		Lv 12.15PM		
W Yard												
W C T O Yard	97											
		106.6		Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily		
				3.45	1.00	4.30	5.20	3.45	0.45	6.30		
				Time on District								

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

Elk Springs. . . . . Mile No. 198

No. 55 and No. 77 are superior to No. 56.

SOUTH BOUND				NORTH BOUND			
SECOND CLASS	Distance From Kansas City	BAXTER SPRINGS BRANCH—20.4 MILES	Capacity of Sidings	Office Call	SECOND CLASS		
143 Freight					156 Freight		
Depart Daily	STATIONS				Arrive Daily		
Lv 5.45AM	139.1	PH. K. O. G. JOT	17		Ar 2.30PM		
6.00	L 142.3	CARTER	61		2.16		
6.06	L 144.3	LAWTON	10		2.10		
	L 146.7	BARNES SPUR	4				
6.20	L 148.3	CRESTLINE	60		1.55		
	L 148.6	St. L. & S. F. R. R. Cross.	Gated				
	L 152.8	M.-K.-T. R. R. Cross.	Gated				
	L 158.8	St. L. & S. F. R. R. Cross.	Interlocked				
Ar 7.00AM	L 159.5	BAXTER SPRINGS	100	X	Lv 1.15PM		
Arrive Daily		20.4			Depart Daily		

### THIRD DISTRICT—Watts to Heavener

SOUTH BOUND						FIRST CLASS 15 The Flying Crow	TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.				
THIRD CLASS 43 Freight		SECOND CLASS			STATIONS					Week Days.	Sundays and Holidays.			
41 Manifest Freight		77 Merchandise Special		55 Manifest Freight		15 The Flying Crow								
Depart Daily		Depart Daily		Depart Daily		Depart Daily								
Lv	11.55 AM	Lv	6.05 PM	Lv	6.10 AM	Lv	5.05 AM	Lv	5.40 AM	PH... WATTS	235.9	WS	Continuous	Continuous
	12.01 PM		6.10		6.13		5.10		5.43	1.5 ... BALLARD	237.4			
										6.6 St. L. & S. F. Crossing	244.0			
	12.25		6.26		6.25		5.27	s	5.56	9.3 ... WESTVILLE	244.3	VI	8A-5P	None
	12.45		6.39		6.35		5.39	f	6.06	5.6 PH... BARON	249.9			
	1.10		7.00		6.48		6.20	s	6.20	8.3 ... STILWELL	258.2	Z	11.30P-3.30P	11.30P-3.30P
	1.21		7.09		6.55		6.32		6.26	3.9 ... BLANCK	262.1			
	1.32		7.17		7.01		6.42	f	6.32	3.6 PH... LYONS	265.7			
	1.45		7.29		7.10		6.55	f	6.42	5.9 ... BUNCH	271.6	BN	6.30A-3.30P	6.30A-8.30A
	2.15		7.41		7.20		7.10		6.52	6.0 PH... WINDSOR	277.6			
	2.30		7.50		7.25		7.25	f	6.58	3.5 ... MARBLE CITY	281.1			
	2.50		8.01		7.34		7.45		7.07	5.4 ... BRUSHY	286.5			
										4.0 Mo. Pac. Crossing	290.5			
	3.10		8.11		7.43		8.00	s	7.15	0.7 ... SALLISAW	291.2	WA	7A-4P	7A-4P
	3.32		8.28		7.55		8.25	f	7.29	8.2 PH... GANS	299.4			
									7.37	4.4 ... FOREMANS	303.8			
	4.00		8.43		8.07		8.45	f	7.42	2.6 PH... REDLAND	306.4			
										5.3 ... SPIRO	311.7	DG	Continuous	Continuous
	4.25		8.55		8.16		9.00	s	7.57	4.0 PH... COAL CREEK	315.7			
	4.40		9.04		8.23		9.15		8.04	1.6 PH... PANAMA	317.3	JA	7.45A-4.45-P	7.45A-9.45-A
	4.45		9.07		8.26		9.20	s	8.07	2.5 Mid. Valley Crossing	319.8			
	4.55		9.12		8.31		9.30	f	8.12	5.7 ... SHADY POINT	325.5			
										0.8 St. L. & S. F. Crossing	326.3	AU	8A-5P	None
	5.15		9.25		8.43		9.50	s	8.24	6.7 PH... POTEAU	326.3			
	5.40		9.50		8.55		10.15	s	8.36	5.0 C. R. I. & P. Crossing	333.0	BX	Continuous	Continuous
	6.00 PM	Ar	10.05 PM	Ar	9.05 AM	Ar	10.30 AM	Ar	8.45 AM	5.0 PH... HOWE	338.0	HV	Continuous	Continuous
										5.0 PH... HEAVENER	338.0			
	Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily	102.1				
	6.05		4.00		2.55		5.25		3.05	Time on District				

**Sidings and Spurs Between Stations.**

	Mile	Car No.	Capacity
Poteau Mining Co.....	323	30	
LeFlore Coal Co.....	325	7	

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

**No. 55 and No. 77 are superior to No. 56.**

### THIRD DISTRICT—Heavener to Watts

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	NORTH BOUND								
			TIME TABLE No. 24 Effective MAY 31, 1936		FIRST CLASS				THIRD CLASS		
			STATIONS		16 The Flying Crow	SECOND CLASS		44			
					Arrive Daily	42 Manifest Freight	56 Manifest Freight	88 Merchandise Special	Freight		
OWCT Yard	82	549.8	PH...WATTS.....	Ar 12.45AM	Ar 7.20AM	Ar 9.15AM	Ar 4.00PM	Ar 11.45AM			
15		548.3	1.5 ...BALLARD....	12.42	7.15	9.10	3.57	11.40			
Connection Gated		541.7	6.6 St. L. & S. F. Crossing								
81		541.4	0.3 ...WESTVILLE...	s 12.29	6.50	8.53	3.44	11.15			
27		535.8	5.6 PH...BARON....	f 12.18	6.35	8.35	3.30	10.50			
WT Yard		527.5	8.3 ...STILWELL....	s 12.02AM	6.20	8.10	3.15	10.25			
9		523.6	3.9 ...BLANOK....	11.54PM	6.00	7.55	3.07	10.08			
8		520.0	3.6 PH...LYONS....	f 11.48	5.50	7.40	3.00	9.55			
33		514.1	5.9 ...BUNCH.....	f 11.39	5.39	7.10 6.35	2.48	9.35			
		508.1	6.0 PH...WINDSOR...	11.29	5.26	6.16	2.38	9.15			
18		504.6	3.5 ...MARBLE CITY...	s 11.23	5.19	6.07	2.30	8.55			
		499.2	5.4 ...BRUSHY....	11.15	5.07	5.56	2.20	8.25			
Interlocked Connection		495.2	4.0 Mo. Pac. Crossing								
OWC 82	N 56 S 67	494.5	0.7 ...SALLISAW....	s 11.08	4.57	5.45	2.11	8.00 7.10			
22		486.3	8.2 PH...GANS....	s 10.53	4.40	5.27	1.55	6.43			
		481.9	4.4 ...FOREMANS....	f 10.45							
26		479.3	2.6 PH...REDLAND....	f 10.40	4.26	5.12	1.43	6.20			
Yard Y W		474.0	5.3 ...SPIRO.....	s 10.30	4.15	5.00	1.33	6.02			
15 Connection		470.0	4.0 PH.COAL CREEK...	10.20	4.06	4.45	1.25	5.47			
Y 141 Connection Gated	N 54 S 82	468.4	1.6 PH...PANAMA....	s 10.17	4.03	4.40	1.22	5.42			
61		465.9	2.5 Mid. Valley Crossing								
Interlocked W Y Yard Connection	E 70 W 57	460.2	5.7 ...SHADY POINT...	f 10.13	3.58	4.34	1.16	5.32			
		460.2	0.8 St. L. & S. F. Crossing								
Interlocked—Connection Yard Y COW ST		452.7	6.7 PH...POTEAU....	s 10.02	3.45	4.16	1.04	5.10			
		452.7	6.7 C. R. I. & P. Crossing								
		447.7	5.0 PH...HEAVENER....	Lv 9.40PM	Lv 3.20AM	Lv 3.45AM	Lv 12.40PM	Lv 4.30AM			
		102.1		Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily			
		Time on District		3.05	4.00	5.30	3.20	7.15			

**Location of Mail Cranes.  
Mile No.**

Westville. . . . .	244.4
Baron. . . . .	250.0
Stilwell. . . . .	258.4
Bunch. . . . .	271.7
Marble City. . . . .	281.2
Sallisaw. . . . .	291.3
Gans. . . . .	299.6
Foremans. . . . .	303.9
Redland. . . . .	306.6
Shady Point. . . . .	320.0
Poteau. . . . .	326.4

No. 55 and No. 77 are superior to No. 56.

### FOURTH DISTRICT—Heavener to De Queen

SOUTH BOUND					TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Kansas City.	Office Calls.	Hours of Telegraph Service.				
SECOND CLASS			FIRST CLASS	STATIONS				Week Days.	Sundays and Holidays.			
41 Manifest Freight	55 Manifest Freight	77 Merchandise Special	15 The Flying Crow									
Depart Daily	Depart Daily	Depart Daily	Depart Daily									
Lv	10.15 <sup>PM</sup>	Lv	10.55 <sup>AM</sup>	Lv	9.10 <sup>AM</sup>	Lv	8.50 <sup>AM</sup>	PH..HEAVENER.....	338.0	HV	Continuous	Continuous
	10.25		11.05		9.17	f	8.58	PH..HODGENS.....	342.0			
								BLACK FORK TANK	346.9			
	10.40		11.20		9.27	f	9.10	PH...ZOE.....	347.9			
	10.43		11.23		9.29	f	9.12	.....STAPP.....	348.9			
	11.02		11.58 <sup>AM</sup>		9.40	s	9.23	.....PAGE.....	354.7	P	9A-6P	9A-11A
							9.33	.....FOGEL SPUR.....	360.1			
	11.23		12.18 <sup>PM</sup>		9.53		9.36	PH..HOWARD.....	361.3			
	11.43		12.40		10.03	f	9.48	..RICH MOUNTAIN..	367.2			
	11.50 <sup>PM</sup>		12.45		10.07	f	9.52	...EAGLETON.....	369.3			
	12.05 <sup>AM</sup>		1.00		10.17		10.02	PH...ACORN.....	374.7			
	12.22		1.13		10.27	s	10.14	PH...MENA.....	379.8	NA	10A-6P 8P-4A	10A-6P 8P-4A
	12.47		1.28		10.39	f	10.26	PH..POTTER.....	386.4			
	1.02		1.41		10.50	s	10.38	....HATFIELD....	392.2	HD	8A-5P	10.30A-12.30P
	1.15		1.53		10.58	s	10.47	.....COVE.....	396.8	FO	8A-5P	None
	1.29		2.03		11.07	s	10.56	..VANDERVOORT..	401.8	JS	8A-5P	10.30A-12.30P
	1.35		2.08		11.12	f	11.00	PH..HATTON.....	403.8			
	1.50		2.20		11.21	s	11.09	.....WICKES.....	408.8	KD	8A-5P	10.30A-12.30P
	2.03		2.30		11.29	f	11.18	....GRANNIS....	413.4			
	2.20		2.43		11.40	f	11.28	....MINERAL....	419.0			
	2.25		2.47		11.44	s	11.32	....GILLHAM....	421.2	G	8A-5P	11A-1P
	2.35		2.55		11.50 <sup>AM</sup>	f	11.39	PH...KINGS.....	424.7			
	Ar	Ar	3.15 <sup>PM</sup>	Ar	12.03 <sup>PM</sup>		11.54	PH..DE QUEEN YD..	432.9			
							11.55 <sup>AM</sup>	PH..De Queen Pass. Depot..	433.3	YD	Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	95.3				
	4.45	4.20	2.53	3.05	Time on District							

No. 55 and No. 77 are superior to No. 56.

Sidings and Spurs Between  
Stations.  
Mile Car  
No. Capac.  
Rebold Spur.... 397 20

### FOURTH DISTRICT—De Queen to Heavener

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Port Arthur.	TIME TABLE No. 24 Effective MAY 31, 1936	NORTH BOUND			
				FIRST CLASS	SECOND CLASS		
				16 The Flying Crow	88 Merchandise Special	56 Manifest Freight	42 Manifest Freight
				STATIONS	Arrive Daily	Arrive Daily	Arrive Daily
Yard COWBT		447.7	PH...HEAVENER.....	Ar 9.35PM	Ar 12.30PM	Ar 1.30AM	Ar 3.05AM
17	84	448.7	PH...HODGENS.....	f 9.27	12.22	1.15	2.53
W		438.8	BLACK FORK TANK				
	84	437.8	PH...ZOE.....	f 9.15	12.11	12.53	2.37
11		436.8	.....STAPP.....	f 9.13	12.09PM	12.50	2.35
W 69 Connection	83	431.0	.....PAGE.....	s 9.01	11.58AM	12.29	2.19
W 7		425.6	.....FOGEL SPUR.....	8.51			
12	84	424.4	PH...HOWARD.....	8.48	11.47	12.05AM	2.01
30	82	418.5	..RICH MOUNTAIN..	f 8.36	11.36	11.43PM	1.45
8		416.4	.....EAGLETON.....	f 8.31	11.31	11.32	1.39
9	74	411.0	PH...ACORN.....	8.20	11.20	11.05	1.23
WO 224	E 66 W 95	405.9	PH...MENA.....	s 8.10	11.10	10.40	1.07
18	79	399.3	PH...POTTER.....	f 7.55	10.59	10.16	12.47
34	74	393.5	.....HATFIELD.....	s 7.44	10.50 10.33	9.56	12.32
47	20	388.9	.....COVE.....	s 7.34	10.20	9.39	12.20
W 43	72	383.9	..VANDERVOORT..	s 7.24	10.08	9.21	12.08
25		381.9	PH...HATTON.....	f 7.20	10.04	9.14	12.03AM
24	84	376.9	.....WICKES.....	s 7.10	9.53	8.56	11.47PM
41	41	372.3	.....GRANNIS.....	f 7.00	9.43	8.38	11.33
9		366.7	.....MINERAL.....	f 6.48	9.31		11.16
W 32	84	364.5	.....GILLHAM.....	s 6.44	9.27	8.12	11.10
11	84	261.0	PH...KINGS.....	f 6.37	9.20	7.59	10.59
Y W T O Yard		352.8	PH...DE QUEEN YD..	6.23	Lv 9.00AM	Lv 7.30PM	Lv 10.35PM
		352.4	PH...De Queen Pass. Depot..	Lv 6.20PM			
		95.3		Depart Daily	Depart Daily	Depart Daily	Depart Daily
		Time on District		3.15	3.30	6.00	4.30

Location of Mail Cranes.

	Mile No.
Hodgens. . . . .	342.1
Zoe. . . . .	348.0
Stapp. . . . .	349.0
Rich Mountain . . . . .	367.2
Eagleton. . . . .	369.5
Potter. . . . .	386.6
Hatfield. . . . .	392.3
Cove. . . . .	397.0
Vandervoort. . . . .	401.9
Hatton. . . . .	403.9
Grannis. . . . .	413.5
Mineral. . . . .	419.1
Gillham. . . . .	421.4
Kings. . . . .	424.9

No. 55 and No. 77 are superior to No. 56.

## FORT SMITH DISTRICT—Fort Smith to Spiro

SOUTH BOUND					TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Kansas City.	Hours of Telegraph Service and Office Calls.
THIRD CLASS		FIRST CLASS					
219 Local Freight	217 Local Freight	115 Mixed	281 Fl. S. & W. Mixed	109 Mixed			
Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily	Depart Daily	Depart Daily	STATIONS		
Lv 9.30AM	Lv 12.05AM	Lv 9.20PM		Lv 7.00AM	. . . FORT SMITH . . . 0.3	A328.1	FI Daily 6.30A-10.30P
					. . . End Double Track . . . 0.6	A327.8	
9.34	12.09	9.30		Lv 5.45PM	. . . FT. S. & W. JCT. . . 0.1	A327.2	
					. . . Mo. Pac. Crossing . . . 0.0	A327.1	
9.35	12.10	9.31			. . . S. F. JUNCTION . . . 0.0	A327.1	
					. . . St. L. & S. F. Crossing . . . 3.5	A327.1	
9.43	12.18	9.38		f 7.13	. . . . . PENO . . . . . 4.2	A323.6	
9.52	12.27	9.48		f 7.22	. . . . . BRADEN . . . . . 7.9	A319.4	
Ar 10.10AM	Ar 12.45AM	Ar 10.05PM		Ar 7.40AM	. . . . . SPIRO . . . . .	A311.5	DG Continuous
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	16.6		
0.40	0.40	0.45		0.40	Time on District		

**THE SUPERIOR DIRECTION OF TRAINS IS SOUTH.**

## THE ARKANSAS WESTERN RAILWAY COMPANY

SIDINGS AND SPURS  
BETWEEN STATIONS

Mile No.	Car Capacity
National Coal Spur . . . . . 14	81

See opposite page for  
Special Rules

SOUTH BOUND SECOND CLASS	TIME TABLE No. 24 Effective MAY 31, 1936	Distance from Heavener.	Hours of Telegraph Service.
3 Mixed	STATIONS		
Depart Mon., Wed., and Fri.			
Lv 10.30AM	PH . . . HEAVENER . . . 5.8	0	Continuous
	11.00 . . . . . LANK . . . . . 4.2	5.8	
	11.30 . . . . . COALDALE . . . . . 3.5	10.0	
	11.50AM . . . . . BATES . . . . . 5.6	13.5	
	12.15PM . . . . . CAUTHRON . . . . . 2.2	19.1	
	12.30 . . . . . OLIVER . . . . . 4.6	21.3	
	12.50 . . . . . HON . . . . . 6.0	25.9	
	2.00 PH . . WALDRON . . . . . 8.9	31.9	
	2.40 PHCALLAHAN SPUR 3.4	40.8	
	3.00 PHHAZEL CREEK . . . . . 1.6	44.2	
	3.30 PH . . . PARKS . . . . . 7.4	45.8	
	4.00 . . CEDAR CREEK . . . . . 2.7	53.2	
Ar 4.30PM	PH . . FORESTER . . . . .	55.9	
Arrive Mon., Wed., and Fri.	55.9		
6.00	Time on Road		

### FORT SMITH DISTRICT—Spiro to Fort Smith

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Ft. Smith.	TIME TABLE No. 24					NORTH BOUND						
			Effective MAY 31, 1936					FIRST CLASS			THIRD CLASS			
			STATIONS					282 Ft. S. & W. Mixed	106 Mixed	116 Mixed	218 Local Freight	220 Local Freight		
								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
BWCY Yard		0.3	FORT SMITH		Ar	9.00AM	Ar	11.25PM	Ar	2.05AM	Ar	11.20AM		
		0.6	End Double Track											
Connection		0.9	FT. S. & W. JCT.		Ar	7.50AM		8.50		11.16		2.01		11.16
Connection		1.0	Mo. Pac. Crossing											
Connection		1.0	S. F. JUNCTION			7.45		8.49		11.15		2.00		11.15
		1.0	St. L. & S. F. Crossing											
40		4.5	PENO			7.35	f	8.40		11.05		1.48		11.03
40		8.7	BRADEN		f	7.22	f	8.30		10.55		1.35		10.50
WY Yard		16.6	SPIRO		Lv	7.00AM	Lv	8.10AM	Lv	10.35PM	Lv	1.15AM	Lv	10.30AM
		16.6				Depart Daily		Depart Daily		Depart Daily		Depart Daily Ex. Sunday		Depart Daily Ex. Sunday
			Time on District			0.50		0.50		0.50		0.50		0.50

**THE SUPERIOR DIRECTION OF TRAINS IS SOUTH.**

### THE ARKANSAS WESTERN RAILWAY COMPANY

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Distance from Forester	TIME TABLE No. 24		NORTH BOUND	
			Effective MAY 31, 1936		SECOND CLASS	
			STATIONS		4 Mixed	
					Arrive Tues., Thurs., and Sat.	
YW 19	11	55.9	PH...HEAVENER	Ar	4.00PM	
17		50.1	...LANK		3.00	
	14	45.9	...COALDALE		2.30	
	10	42.4	...BATES		2.00	
	10	36.8	...CAUTHRON		1.30	
4		34.6	...OLIVER		1.15	
	8	30.0	...HON		1.00	
Y 29	27	24.0	PH...WALDRON		12.30PM	
7		15.1	PHCALLAHAN SPUR		11.55AM	
		11.7	PH...HAZEL CREEK		11.25	
15		10.1	PH...PARKS		11.00	
		2.7	...CEDAR CREEK		10.30	
YW 24	24	0	PH...FORESTER	Lv	10.00AM	
		55.9			Depart Tues., Thurs., and Sat.	
			Time on Road		6.00	

### SPECIAL RULES

1. The superior direction of trains is south.
2. Trains will stop at Tyson, Bryan and Anderson Crossing to receive and discharge traffic.
3. Central time is the standard for this railway. There is a standard clock in the telegraph office at Heavener. Train Registers are located at Heavener and Forester.
4. Trains must approach all stations under full control, and reduce speed while passing all switches and sidings at which they do not stop.
5. The General Rules of the Kansas City Southern Railway Company will govern the running of trains on this railway.
6. Passenger trains must not exceed Schedule Time. Freight and mixed trains must not exceed 20 miles per hour between Heavener and Waldron and 15 miles per hour between Waldron and Forester.
7. Arkansas Western trains will keep clear of the time of Kansas City Southern first class trains at Heavener.
8. Trains handling the steam wrecking crane or the steam pile driver must not exceed a speed of ten (10) miles per hour anywhere on the Arkansas Western Railway.
9. Locomotives heavier than Class E-3 will not be operated on the Arkansas Western Railway.
10. Telephone located on Ross Mountain Mile Post 37.7.

## CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power, in Pounds	Weight on Drivers, in Pounds	Weight of Loco. and Tender, Empty, in Lbs.	Weight of Loco. and Tender, Loaded, in Lbs.
B-3.....	140, 143	16,800	67,500	107,000	177,000
C-2.....	85	28,158	121,650	196,900	252,000
D-5.....	354, 368	28,931	121,000	150,568	243,380
D-5.....	356, 359, 361, 378	28,931	112,500	142,068	226,400
D-7.....	600 to 606	26,389	135,000	192,400	311,900
E-3.....	475, 524	47,124	194,560	246,460	339,560
E-3.....	477, 498, 519, 521, 529, 532	47,124	195,660	253,560	350,660
E-3.....	478, 484, 490, 492, 493, 494, 499, 526, 528	47,124	194,560	251,460	348,560
E-3.....	480, 481, 485, 495, 513, 522, 531	47,124	195,660	270,380	396,480
E-3.....	483, 486, 489, 516, 520, 523, 525	47,124	195,660	248,560	341,660
E-3.....	491, 510	47,124	194,560	281,980	406,080
E-3.....	497	47,124	194,560	263,880	387,480
E-3.....	514, 527	47,124	194,560	262,280	394,380
E-4.....	550 to 564	55,948	224,000	298,700	425,000
G.....	705, 709	S. 96,555 C. 80,463	352,000	387,100	526,000
G.....	700, 701, 704, 706, 710	S. 96,555 C. 80,463	356,250	402,950	541,950
G.....	702	S. 96,555 C. 80,463	352,000	398,700	537,700
G.....	703	S. 96,555 C. 80,463	356,250	402,950	556,150
G.....	708	S. 96,555 C. 80,463	352,000	403,800	558,000
G.....	707, 711	S. 96,555 C. 80,463	356,250	391,350	530,250
G-1.....	750	S. 147,220 C. 122,683	466,000	603,000	845,000
G-1.....	751 to 756	S. 147,220 C. 122,683	466,000	546,900	713,900
G-2.....	757 to 765	S. 147,220 C. 122,683	476,400	546,300	713,300
G-2.....	766	S. 147,220 C. 122,683	478,400	577,500	782,700
H.....	800 to 807	41,126	159,500	315,000	445,400
H-1.....	808, 809, 810	41,126	166,500	313,800	453,600



### WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons	CLASS	Numbers	Length in Feet	Tons
Baggage and Express.....	1 and 2	61	51	Dining Cars.....	50, 51, 52	79	87
“ “ “.....	13, 14, 15	61	53	Chair Cars.....	160	51	43
“ “ “.....	17, 19 to 21	61	54	“ “.....	161	51	44
“ “ “.....	31	54	48	“ “.....	215, 216	60	50
“ “ “.....	32	54	52	“ “.....	217 to 219	60	52
“ “ “.....	33	54	46	“ “.....	220 to 224	60	58
“ “ “.....	35	60	55	“ “.....	225 to 227	60	58
Mail and Express.....	37, 38, 39	60	56	Official.....	97	70	80
“ “ “.....	40	61	57	“.....	98	70	67
“ “ “.....	41	61	57	“.....	99	67	89
Mail-Baggage-Express.....	60 to 63	71	71	“.....	100	66	76
Coach and Baggage.....	159	51	43	“.....	Kay See	76	96
Coaches, Partitioned.....	176 to 180	60	54	<b>RECAPITULATION OF PASSENGER EQUIPMENT</b>			
“ “.....	206	57	47	Baggage and Express.....			13
“ “.....	211, 212, 214	60	52	Mail and Express.....			5
“ “.....	213	60	52	Mail-Baggage-Express.....			4
				Coach and Baggage.....			1
				Coaches.....			10
				Dining Cars.....			3
				Chair Cars.....			15
				Official Cars.....			5
				Total.....			56

### LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Capacity, Less Weight of Car
1.....	5 x 9	136,000	107,500	28,500
2.....	5 x 9	136,000	102,000	34,000
13.....	5 x 9	136,000	105,500	30,500
14.....	5 x 9	136,000	107,200	28,800
15.....	5 x 9	136,000	103,600	32,400
17.....	5 x 9	136,000	108,700	27,300
19.....	5 x 9	136,000	107,700	28,300
20.....	5 x 9	136,000	108,600	27,400
21.....	5 x 9	136,000	108,600	27,400
31.....	5 x 9	136,000	95,200	40,800
32.....	5 x 9	136,000	103,300	32,700
33.....	5 x 9	136,000	92,800	43,200
35.....	5 x 9	136,000	110,000	26,000

## TONNAGE RATING, NORTHERN DIVISION

See Note (g)

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

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

A—1100 Tons, Adjustment 5 Tons;

B—1000 Tons, " " " "

- Note—(a) The foregoing adjusted tonnage ratings are for single locomotives between points named.  
 (b) In making up trains, add the adjustment figure to the total weight of each car (whether loaded or empty) and take enough adjusted tons to make up the designated rating.  
 (c) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.  
 (d) When a helping locomotive is used on a train as double header, or as a pusher, use the combined ratings for the locomotives used.  
 (e) "A" rating to be used when conditions are favorable—weather clear, and mild, with but little wind.  
 "B" rating to be used when weather below 30 degrees above zero, high winds, or otherwise unfavorable.  
 For manifest trains, use "B" rating during favorable weather, and reduce 5 per cent during unfavorable weather.  
 (f) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable, the Superintendent of Machinery to be the judge.

# The Kansas City Southern Railway Company

## CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTH BOUND					Distance From Kansas City	TIME TABLE No. 24  Effective MAY 31, 1936  STATIONS	Distance From Port Arthur	NORTH BOUND			
FREIGHT				PSGR.				16	FREIGHT		
43	77	55	41	15					88	56	42
Lv 8.00PM	Lv 10.20PM	Lv 7.00PM	Lv 8.00AM	Lv 10.00PM	0	..... KANSAS CITY.....	785.7	Ar 8.10AM	Ar 12.05AM	Ar 9.55PM	Ar 4.45PM
						23.4					
9.00PM	11.03PM	7.55	9.00	10.48PM	23.4	..... GRANDVIEW.....	762.3	7.20	11.22PM	9.00	3.45
						57.4					
12.05AM	1.01AM	9.58	11.07AM	12.33AM	80.8	..... HUME.....	704.9	5.49	9.33	5.46	1.45
						48.5					
3.30	2.25	11.40PM	1.00PM	1.55	129.3	..... PITTSBURG.....	656.4	4.30	8.05	3.45	12.20
5.45	2.35	12.05AM	1.25	2.00		30.2		4.25	7.55	3.00	12.05PM
Ar 7.00AM					159.5	... BAXTER SPRINGS...	667.0			Lv 1.15PM	
						25.0					
	3.30	1.05	2.25	2.50	154.3	..... JOPLIN.....	631.4	3.40	6.55	1.40	11.05AM
						19.7					
	4.05	1.50	3.15	3.35	174.0	..... NEOSHO.....	611.7	2.55	6.20	12.50PM	10.20
						55.3					
	5.48	4.32	5.40	5.22	229.3	..... SILOAM.....	556.4	1.05	4.25	10.00AM	8.00
						6.6					
	6.00	4.50	5.55	5.35	235.9	..... WATTS.....	549.8	12.50	4.10	9.40	7.35
	6.10	5.05	6.05	5.40		55.3		12.45AM	4.00	9.15	7.20
						20.5					
	7.43	8.00	8.11	7.15	291.2	..... SALLISAW.....	494.5	11.08PM	2.11	5.45	4.57
						16.6					
	8.16	9.00	8.55	7.57	311.7	..... SPIRO.....	474.0	10.30	1.33	5.00	4.15
						5.6					
		Ar 11.20AM	Ar 11.25PM	Ar 9.00AM	328.1	..... FT. SMITH.....	490.6	Lv 9.20PM		Lv 12.05AM	Lv 12.05AM
		Lv 8.00PM	Lv 8.00PM	Lv 7.00AM		9.0		Ar 11.25PM		Ar 9.00AM	Ar 9.00AM
	8.26	9.20	9.07	8.07	317.3	..... PANAMA.....	468.4	10.17	1.22	4.40	4.03
						6.7					
	8.43	9.50	9.25	8.24	326.3	..... POTEAU.....	459.4	10.02	1.04	4.16	3.45
						5.0					
	8.55	10.15	9.50	8.36	333.0	..... HOWE.....	452.7	9.50	12.50	3.58	3.32
						41.8					
	9.05	10.30	10.05	8.45	338.0	..... HEAVENER.....	447.7	9.40	12.40	3.45	3.20
	9.10	10.55AM	10.15PM	8.50		34.6		9.35	12.30PM	1.30AM	3.05
						53.5					
	10.27AM	1.13PM	12.22AM	10.14	379.8	..... MENA.....	405.9	8.10	11.10AM	10.40PM	1.07AM
						20.6					
	12.03PM	3.15	3.00	11.55	433.3	..... DE QUEEN.....	352.4	6.20	9.00	7.30	10.35PM
	12.08	3.35	3.20	11.59AM		19.9		6.14	8.50	6.45	10.20
						71.8					
	1.04	5.00	4.47	1.20PM	467.9	..... ASHDOWN.....	317.8	5.00	7.40	5.00	9.00
						20.6					
	1.45	6.20	5.40	1.55	487.8	..... TEXARKANA.....	299.1	4.15	7.00	3.40PM	8.10
				2.10		108.6		4.05			
	4.00	10.20PM	Ar 8.20AM	4.30	559.6	..... SHREVEPORT.....	228.9	1.55	4.40	11.00AM	Lv 5.35PM
	8.00	5.00AM		4.45		20.6		1.45PM	4.00	8.00	
						20.6					
	11.55PM	11.55AM		8.10	668.2	..... LEESVILLE.....	117.5	10.20AM	12.01AM	2.20	
	12.10AM	1.00PM		8.15		29.9		10.15	11.45PM	1.30	
						22.6					
	12.58	1.55		8.56	688.8	..... DE RIDDER.....	96.9	9.38	11.02	12.25AM	
						47.4					
	2.05	3.10		9.55PM	718.7	..... DE QUINCY.....	67.0	8.45	9.55	10.45PM	
						19.6					
	Ar 4.30AM			Ar 10.55PM	741.0	... LAKE CHARLES...	89.6	Lv 7.45AM	Lv 8.00PM	Lv 8.00PM	
						19.6					
	4.00	6.15		11.25PM	766.1	..... BEAUMONT.....	19.6	7.25	7.00	7.50	
						19.6					
	Ar 6.30AM	Ar 8.30PM		Ar 12.15AM	785.7	..... PORT ARTHUR.....	0	Lv 6.45AM	Lv 5.30PM	Lv 6.00PM	

