

TRUST SURGEONS—ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST

CHIEF SURGEON, Wm. Hibbits, Texarkana, Ark. Tex.
 Texarkana, Ark. Tex., The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff, or any specialist in the city.)
 St. Louis, Mo., St. Luke's Hospital, 5535 Delmar Avenue. (Patients should make appointment with Dr. G. L. Krause at Beaumont Building, 3720 Washington Blvd.) Dr. G. L. Krause, District Surgeon; Dr. H. S. Liggett, Consulting Surgeon, Dr. R. E. Neldringhaus, Consulting Surgeon; Dr. R. E. Mason, Specialist; Dr. G. V. Stryker, Dermatologist; Dr. B. W. Carter, (Col.) Peoples Hospital, Dr. Wm. F. Hardy, Eye Specialist; Dr. J. B. Costen, Local Surgeon; Dr. A. F. Binn, Eye, Ear, Nose & Throat Specialist; Dr. C. E. Hyndman, Consulting Surgeon; Dr. Wm. G. Becke, District Surgeon; Dr. A. B. Jones, Neurologist; Dr. D. M. Skilling, Jr., Consulting Surgeon; Dr. Arthur Gundiach, Consulting Surgeon; Dr. Kenneth Wilson, Urologist; Dr. A. C. Stutsman, Local Surgeon, Dr. O. P. Hampton, Orthopedic and Dr. W. E. Sauer, Eye, Ear, Nose & Throat Specialist.

DISTRICT SURGEONS

East St. Louis, Ill. Dr. Wm. A. Griffith, Dr. E. C. Splitze, Specialist
 Ilmo, Mo. Dr. G. T. Dorris
 Cape Girardeau, Mo. Dr. G. W. Ashley
 Malden, Mo. Dr. Homer Beal
 Paragould, Ark. Dr. James A. Dillman
 Hornersville, Mo. Dr. E. G. Cope
 Blytheville, Ark. Dr. I. R. Johnson
 Jonesboro, Ark. Dr. P. W. Lutterloh, Dr. E. A. Shrouder, Dr. H. H. McDiams, Dr. R. C. Shaulever, Dr. Oscar Cohen (Eye, Ear, Nose & Throat Specialist)
 Brinkley, Ark. Drs. C. H. & E. D. McKnight
 Memphis, Tenn. Dr. M. B. Hendrix Dr. Thos. F. Leatherwood, Specialist.
 Stuttgart, Ark. Dr. M. C. John
 Little Rock, Ark. Dr. Glen Holmes
 North Little Rock, Ark. Dr. John G. Watkins (Eye, Ear, Nose & Throat Specialist)
 Pine Bluff, Ark. Dr. W. T. Lowe, Dr. T. J. Cunningham, Jr., Ass't. Dist. Surg., Dr. V. L. Payne, Dr. G. C. Taylor, (Col.)
 Camden, Ark. Dr. John B. Jameson
 Shreveport, La. Dr. A. A. Herold Dr. Chas. Gowen, Consultant
 Dr. Joe E. Heard Dr. J. A. Wilkinson (E. E. N. & T. Specialist)

LOCAL SURGEONS—(Treatment—Injury cases only)

East St. Louis, Ill. Dr. Walter Wilhelmj
 Dupe, Ill. Dr. B. J. Marxer
 Chester, Ill. Dr. J. W. Beare
 Chaffee, Mo. Dr. G. A. Samples
 Bell City, Mo. Dr. Jno. Wilson
 Dexter, Mo. Dr. W. C. Dieckman
 East Prairie, Mo. Dr. G. W. Whitaker
 New Madrid, Mo. Dr. Wm. O'Bannon
 Gideon, Mo. Dr. B. E. Ellis
 Wyatt, Mo. Dr. C. H. Pease
 Caruthersville, Mo. Dr. J. B. Luten
 Arbyrd, Mo. Dr. J. W. White
 Trumann, Ark. Dr. G. O. Campbell
 Campbell, Mo. Dr. W. J. Rutledge
 Leachville, Ark. Dr. A. E. Robinson
 St. Francis, Ark. Dr. W. I. Poole
 Pigott, Arkansas Dr. J. E. McGulre
 Rector, Arkansas Dr. O. R. Clopton
 Cardwell, Mo. Dr. W. D. English
 Paragould, Ark. Dr. E. D. McKelvey
 Jonesboro, Ark. Dr. J. W. Ramsey
 Weiner, Ark. Dr. Geo. B. Alcott
 Forrest City, Ark. Dr. J. O. Rush
 Memphis, Tenn. Dr. H. D. Jacobson, Dr. I. G. Duncan (Urologist)
 Dr. J. Malcolm Aste
 Clarendon, Ark. Dr. Walter L. Boswell
 Stuttgart, Ark. Dr. S. A. Dremann
 DeWitt, Arkansas Dr. W. H. Whitehead
 Humphrey, Ark. Dr. A. Fowler
 Wabbaseka, Ark. Dr. M. A. Shelton
 Altheimer, Ark. Dr. Robert P. Woods
 England, Ark. Dr. O. D. Ward
 Little Rock, Ark. Dr. Wm. B. Grayson and Dr. F. Walter Caruthers
 No. Little Rock, Ark. Dr. Shelby Atkinson
 Pine Bluff, Ark. Dr. C. K. Caruthers
 Rison, Ark. Dr. W. G. Hancock
 Cornerstone, Ark. Dr. J. P. Ferguson
 Fordyce, Ark. Dr. Samuel J. Estes
 Bearden, Ark. Dr. J. E. Byrd
 Camden, Ark. Dr. C. J. Rinehart and Dr. C. S. Early
 Stephens, Ark. Dr. J. P. Clements
 McNeil, Ark. Dr. T. E. Souter
 Waldo, Ark. Dr. H. M. Kitchens
 Buckner, Arkansas Dr. W. I. Stokes
 Stamps, Ark. Dr. F. E. Baker
 Lewisville, Ark. Dr. O. T. Barham and Dr. H. L. Armstrong
 Bradley, Ark. Dr. P. L. Hammond
 Plain Dealing, La. Dr. J. A. Hendrick
 Shreveport, La. Dr. J. A. Hendrick

DENTISTS

(Examination of Teeth, Advice, Cleaning, Treatments and Extractions Only)
 St. Louis, Mo. Dr. F. C. Sullivan, Dr. Edw. L. Grant (Col.)
 East St. Louis, Ill. Dr. H. J. Forestner
 Malden, Mo. Dr. L. O. Wisecarver
 Blytheville, Ark. Dr. Fred R. Child—Local Dentist
 Jonesboro, Ark. Dr. C. B. Finch
 Pine Bluff, Ark. Dr. F. P. Lytes (Col.)
 Memphis, Tenn. Dr. Chas. E. Smith
 Shreveport, La. Dr. Julian S. Bernhard
 Dr. Wm. Henry Clark (Col.)

L. E. HOFFMAN, Inspector of Operation, Headquarters, Tyler, Tex.
 S. V. DOWNS, Transportation Inspector, Pine Bluff, Ark.
 F. W. FERGUSON, Asst. Sup't. in charge of Terminals, E. St. Louis, Illmo, Jonesboro, Pine Bluff, Shreveport, Pine Bluff, Ark.
 J. L. HUMPHREYS, Asst. Sup't.
 S. C. TRAINUM, Trainmasters, Illmo, Birds Point, New Madrid Subdivisions, E. St. Louis Terminals, Illmo, Mo.
 W. V. FLYNN, Road Foremen of Engs.
 GEO. MOORE, Asst. Sup't. Blytheville, Memphis, Rivervale and Caruthersville Subdivisions, Malden, Mo.
 C. E. SUTTON, Asst. Sup't.
 T. M. HUTSON, Road Foreman of Engs.
 W. V. KEITH, Asst. Sup't.
 W. A. SMEDLEY, Trainmaster, Jonesboro, Little Rock Stuttgart Subdivisions, Memphis Terminals, Pine Bluff, Ark.
 H. J. PETERSON, Road Foremen of Engs.
 W. H. HUNTER, Asst. Sup't.
 A. TOWNSEND, Asst. Sup't.
 F. R. GAMMILL, Road Foreman of Engs.
 N. E. RAINEY, Road Foreman of Engs.
 A. B. FINCH, Trainmasters, Pine Bluff and Shreveport Subdivisions, Pine Bluff, Ark.
 J. R. HOLDEN, Trainmaster
 T. HALL, Asst. Trainmaster
 E. W. BISSELL, Chief Dispatcher
 E. C. ROSS, Chief Dispatcher
 G. R. KNIGHT, Night Chief Dispatcher, Illmo, Mo.
 D. F. GARPENTER, Chief Dispatcher
 W. W. COOK, Chief Dispatcher, Pine Bluff, Ark.
 F. TIMPNER, Night Chief Dispatcher
 T. C. CLAYTON, Asst. Chief Dispatcher

BERRYMAN HENWOOD

Trustee

St. Louis Southwestern Railway Company

DEBTOR

NORTHERN DIVISION

TIME TABLE

No. 1

Effective 12:01 A. M.

SUNDAY, MARCH 4, 1945

CENTRAL STANDARD TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

Supersedes previous time table and all rules in conflict with those herein.

The Railway reserves the right to vary therefrom as circumstances may require.

F. W. GREEN, Chief Operating Officer
 ST. LOUIS, MO.

K. M. POST, General Superintendent
 TYLER, TEXAS

G. B. MATTHEWS, Supt. Transportation
 TYLER, TEXAS

C. B. PETTICREW, Superintendent
 PINE BLUFF, ARK.

Employees in Train, Engine, Yard and Telegraph Service must have a copy of Special Instructions No. 6, effective 12:01 a. m., April 9, 1944, in their possession, with copy of current Time Table while on duty.

TO ALL EMPLOYEES:

For the calendar year 1944 Cotton Belt earned from all sources \$72,586,941.13. Out of this amount, total tax accruals were \$25,132,881.47 and total payrolls came to \$22,783,711. Total Railway Operating Expenses, which includes payrolls but not taxes, were \$33,222,783.48. Operating Expenses also do not include some \$3,765,050.47 paid for the use of facilities and equipment of other companies in our operations.

A convenient way of explaining these statistics would be to say that out of each revenue dollar 34.6¢ were needed for taxes; 31.4¢ for payrolls; 5.2¢ for rents; and 14.4¢ for all Operating Expenses after deducting payrolls.

While we can hardly expect to handle in the postwar period the heavy volume producing the earnings and jobs we had in 1944, it should be clear to everyone that the employees are vitally concerned in the volume of traffic handled on this property. The volume of employment available depends upon the amount of tonnage handled, which, in turn, is influenced to a great extent by the efficiency we can show in handling the traffic to the satisfaction of our patrons as compared with the handling given it by our competitors. Fast, dependable and regular service brings revenues to the property and work to the employees. The need for thoughtful, alert, skilful and efficient handling is obvious.



Chief Operating Officer

A 1. Northward Trains are superior to Southward trains of the same class.

Inferior trains must clear the time of No. 3 at least ten minutes.

Outside of automatic block signal territory, trains handled by diesel road engines must be blocked 15 minutes behind trains carrying passengers and 10 minutes behind other trains.

A 2. No. 8 will stop and examine mail boxes at flag stops between Jonesboro and Illmo and pick up all outgoing mail and express, any part of it due to be dispatched by No. 7 will be given to that train at Dexter.

Trains 7 and 8 will stop on signal at Randles, Perkins, Painton, M. P. I-25.22 and Mesler for revenue passengers.

A 3. No. 3 will approach and run at restricted speed between Fisher Street and Culberhouse Street in Jonesboro Yard.

A 4. All trains must approach and run at restricted speed through Illmo-Fornfelt-Ancell Yard; between crossover No. 3, M. P. I-67.27 and Frisco Crossing M. P. 53.37 at Malden; and between Paragould and Blytheville Junction, expecting to find main track occupied by other trains and engines.

A 5. Two Main Tracks.

Two main tracks extend from the connection with the Southern Illinois and Missouri Bridge track Illmo Interlocking Station M. P. I-3.00 to Ancell Crossover M. P. I-5.16.

Automatic Block Signal Rules 281 to 292-A inclusive, Rules 505 to 519 inclusive except Rule 509(b) Uniform Code of Operating Rules are in effect on such tracks, and unless otherwise instructed, trains and engines will proceed at restricted speed with the current of traffic on such tracks without train orders or clearance.

Two main tracks extend from N. M. Junction M. P. I-64.20 to S. M. Junction M. P. 59.45.

Two or more main track Rules govern train movements on such tracks.

A 6. Illmo is register station for St. L. S. W. trains only.

Malden is register station for Trains 53, 54, 57 and 58 only.

Freight trains permitted to carry passengers Nos. 53, 54, 57 and 58.

A 7. Centralized Traffic Control.

Centralized Traffic Control Rules 525 to 534 inclusive and Signal Indication Rules 281 to 292-A inclusive in The Uniform Code of Operating Rules are in effect between Ancell Crossover, M. P. I-5.16, and Dexter Jct., M. P. I-50.22.

Train and Engine men will not be required to fill out Clearance when authorized by Dispatcher to pass an Absolute Signal displaying STOP-Indication, as prescribed by Rule 509, or when granted working limits, as prescribed by Rule 531.

Initial and Terminal points of C. T. C. do not affect initial and terminal stations of schedules.

All trains will register by ticket at Rockview and Dexter Jet, unless otherwise instructed.

A 8. Interlocking Rules 605 to 671, inclusive, in The Uniform Code of Operating Rules govern train and engine movements through Interlocking limits and over St. L.-S. F. Railroad Crossing at Rockview, M. P. I-10.72 and at Piggott, M. P.-75.79.

A 9. Spring Switches:

N. M. Junction M.P. I-64, pole 6, (No. 16 Turnout 20 MPH) normal position for Southward Main Track,

S. M. Junction M.P. 59, pole 11, (No. 16 Turnout 20 MPH)—normal position for Northward Main Track,

North Switch of Siding North Paragould (No. 10 Turnout 10 MPH)—normal position for Main Track.

Be governed by Rule 535, also Block Signal rules, in The Uniform Code of Operating Rules, and Rules 208 and 210 in Special Instructions No. 6.

A 10. No train order signal maintained at Jonesboro, all departing Trains will receive a Clearance (Form 3143) at this station.

A 11. Business Tracks not shown as Stations: See page 23.

INSTRUCTIONS PERTAINING TO JONESBORO SUBDIVISION

E 1. Northward Trains are superior to Southward trains of the same class, except Nos. 605, 601 are superior to Nos. 602, 606 and No. 51 is superior to No. 50.

Inferior trains must clear the time of No. 3 at least ten minutes.

Outside of automatic block signal territory, trains handled by diesel road engines must be blocked 15 minutes behind other trains.

E 2. No. 8 will stop and examine mail boxes at flag stops south of Jonesboro and pick up all outgoing mail and express, any part of it due to be dispatched by No. 7 will be given to that train at Jonesboro.

E 3. Trains 1, 2, 7 and 8 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of livestock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

Train 5 will stop at Roe, Ulm, Humphrey, Wabaseka and Altheimer to discharge revenue passengers from Memphis and Forrest City.

Train 6 will stop at Altheimer, Wabaseka, Humphrey, Ulm and Roe for revenue passengers destined Forrest City, Memphis and beyond.

E 4. No. 3 will approach and run at restricted speed between Fisher Street and Culberhouse Street in Jonesboro Yard.

Southward second-class and inferior trains will enter Pine Bluff Shops at Crossover No. 4, located at MP 266, Pole 9, unless otherwise instructed.

Northward trains having time-table or train order restrictions at Pine Bluff Shops will observe such restrictions at Crossover No. 4.

The schedule time of No. 3 at Pine Bluff Shops applies at crossover No. 4. When such train proceeds on main track south of this crossover, movement will be made at Restricted Speed.

All trains must approach and proceed at Restricted Speed between Memphis Junction and Crossover No. 6, Brinkley; between Memphis Junction and Cotton Belt Junction; both Wye switches at Clarendon; expecting to find main track occupied by other trains or engines.

All trains will approach and proceed at restricted speed in Stuttgart Yard expecting to find main track occupied by other trains or engines, except first-class trains will move at restricted speed between Rock Island Crossing Stuttgart and M. P. 234.

Second and inferior class and extra trains approach England Jet. at restricted speed expecting to find main track occupied by other trains or engines.

E 5. Spring Switches—North Switch Wilkins; South Switch Jonesboro Yard, normal position for main track movements. Be governed by Rule 535, also Block Signal rules in The Uniform Code of Operating Rules, and Rules 208 and 210, Special Instructions No. 6.

E 6. Mail cranes at stations not shown on face of time table:
Penrose M. P. 176.34 Hilleman M. P. 181.44

E 7. Draw Bridges—White River No. 492, location M. P. 214.86. Arkansas River No. 603, location M. P. 261.31.

E 8. All trains must approach drawbridge No. 603, over Arkansas River, Mile Post 261.31, between Rob Roy and Wilkins and drawbridge No. 492 over White River, Mile Post 214.86 between Roe and Clarendon at restricted speed expecting to find draw open, and stop unless way is known to be clear.

E 9. Following bridges will not clear man on top of car:

White River No. 492, location M. P. 214.86.

Arkansas River No. 603, location M. P. 261.31.

E 10. Trains to and from Memphis will be routed via and governed by Time Table Rules and Regulations of the line shown in opposite column.

TRAINS	BETWEEN	Route via and be Governed by Time Table Rules and Regulations of the
Freight and Passenger.	Cotton Belt Jct. & Briark Briark and the east line of Florida St. on Railroad Ave. (Bdw.), Memphis	C. R. I. & P. R. R. Arkansas and Memphis Bridge & Terminal R. R.
Passenger.....	Florida St. and Union Station, Memphis....	Memphis Union Station Co. (Stationmaster)

E 11. Trains 7, 8, 61 and 62 will stop on flag at Gilkerson, MP 131.65, Penrose *, MP 176.34 and Hilleman *, MP 181.44.

E 12. Normal position of tail of Wye switches:

The Switch at tail of Wye at Stuttgart must be left set for south leg of Wye.

The Switch at tail of Wye at Altheimer will be left lined for route last used.

E 13. No Train Order signal maintained at Pine Bluff Shops and Jonesboro. All departing trains will secure Clearance (Form 3143) at such stations.

E 14. Altheimer is register station for Nos. 50 and 51 and Little Rock Subdivision trains only.

E 15. Freight trains permitted to carry passengers: Nos. 50, 51, 61, 62, 63 and 64.

E 16. Business Tracks not shown as stations: See page 23.

ILLMO SUBDIVISION—Southward—Continued on next page

Capacity of Tracks In Cars		Distance from Birds Point	Distance from Grays Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS		SECOND CLASS										
Sidings	Other					7 Passenger Morning Star Daily	3 Blue Streak Daily	17 Fast Freight Daily	35 Mo.Pac.67 Freight Daily	37 Mo.Pac.369 Freight Daily	41 Mo.Pac.65 Freight Daily	19 Motor Special Daily	39 Mo.Pac.361 Freight Daily					
				DN. ST. LOUIS UNION STATION 4.23		L 10.32 PM												
Yd.	Yd.			DN. EAST ST. LOUIS. CWTXO THEBES		S 10.47 PM f 1.55 AM	L 7.10 PM	L 8.30 PM					L 4.30 PM					
Yd.	Yd.	3.31		DN. ILLMO CWTXO 1.04	I 8	S { 2.02 AM 2.12	S { 10.10 PM 10.16	S { 1.20 AM 2.20	L 2.50 AM	L 5.15 PM	L 7.40 PM	S { 8.30 PM 8.40	L 10.30 PM					
		4.35		FORNFELT 0.81														
		5.16		ANCELL 5.45	I 5	2.15	10.20	2.25	2.55	5.20	7.45	8.45	10.35					
65		10.61		QUARRY 0.01	I 10	2.23												
		10.62		FRISCO JUNCTION SLSF. 0 10														
		10.73		DN. ROCKVIEW Mo.P. SLSF. 5 41	I 11													
281	171	16.13		DELTA Mo.P. 5.26	I 16	S 2.34												
		21.39		RANGLES 2.35	I 21	2.41												
	20	23.74		PERKINS 2.65	I 24	2.46												
153	16	26.39		MESLER 3.32	I 26	2.52												
	30	29.71		BELL CITY 2.49	I 30	f 2.59												
139		32.20		ARDEOLA 4.76	I 32	3.04												
248	28	36.96		AVERT 5.55	W I 38	f 3.13												
		42.51		PARONT 1.40	I 42	3.20												
	26	43.91		IDALIA 6.31	I 44	f 3.23												
135	4	50.22		DN. DEXTER JCT. Mo.P. 0.66	W I 50	3.31 AM	11.24 PM	3.55 AM	A 5.30 AM	7.13 PM	A 9.30 PM	9.50 PM	1.05 AM					
Yd.	Yd.	50.88		D. DEXTER 3.50	I 51	S 3.39	11.25	3.57		7.15		9.51	1.07					
112		54.38		HAZEL 5.15		3.44	11.30	4.04 24		7.25		9.57	1.23 8					
137	47	59.53		DN. BERNIE 4.67	I 60	S 3.51 24	11.37	4.14		7.40		10.05	1.35					
Yd.	Yd.	64.20		N. M. JUNCTION 3.52		3.57	11.45	4.24		8.05		10.13	1.47					
40	Yd.	57.92		DN. MALDEN OCWYX 1.53	S 58	4.10	11.52	4.27		8.20 18		10.20	2.10					
		59.45		SLSF. S. M. JUNCTION 1.96		4.15	11.54	4.30		8.24		10.22	2.15					
138		61.41		BRACY 3.96		4.18	11.57	4.34		8.30		10.26	2.20					
125	129	65.37		DN. CAMPBELL 4.52	65	S 4.27	12.03 AM	4.42		8.42		10.34	2.30					
146	27	69.89		SLSF. ST. FRANCIS 5.67	70	f 4.36	12.10	4.51		8.57		10.42	2.50 24					
126	128	75.50		DN. PIGGOTT 3.27	76	S 4.43	12.22 8	5.02		9.13		10.50	3.07					
190	25	78.83		SLSF. GREENWAY 0.74	79	f 4.53	12.27	5.09		9.23		10.57	3.17					
148	94	85.57		DN. RECTOR 7.31	86	S 5.08	12.37	5.24		9.43		11.09	3.37					
142	44	92.88		DN. MARMADUKE 5.17	93	S 5.23	12.49	5.40		10.05		11.24	3.59					
106	28	98.05		HALLIDAY 4.29	98	5.31	12.57	5.50		10.21		11.43 8	4.15					
179		102.34		NORTH PARAGOULD 0.66		5.38	1.03	6.05		10.34		11.50	4.35					
		103.00		BLYTHEVILLE JCT. 0.63														
Yd.	Yd.	103.63		DN. PARAGOULD XOWY 0.07	104	S 5.50	1.05	6.10		10.38		11.52	4.40					
		103.70		PARAGOULD JCT. Mo.P. 5.13						A 10.45 PM			A 4.45 AM					
104	19	108.83		BETHEL 6.84	109	6.00	1.12	6.22				11.59						
125	16	115.67		DN. BROOKLAND 4.84	116	f 6.12	1.21 24	6.36				12.09 AM						
136		120.51		GLENDALE 4.32	121	6.22	1.28	6.45				12.16						
Yd.	Yd.	124.83		SLSF. DN. JONESBORO CWTXOY 5.13	125	A 6.35 AM	A 1.37 AM	A 6.55 26 AM				A 12.25 AM						
				(131.32)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
				Average Speed Per Hour		29.96	29.01	28.65	17.59	20.03	25.59	35.03	17.63					
				Schedule Time		4.23	3.22	4.35	2.40	5.30	1.50	3.45	6.15					

See page 3 for Instructions pertaining to Illmo Subdivision.

ILLMO SUBDIVISION—Southward—Concluded

Capacity of Tracks In Cars		Telegraph Calls	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	THIRD CLASS								
Sidings	Other				55 C.&E.I.165 Freight	53 Local	57 Local						
			STATIONS		Daily	Daily Except Sunday	Daily Except Sunday						
		UD	DN ST. LOUIS UNION STATION..... 4 23										
Yd.	Yd.	VJ	DN EAST ST. LOUIS CWTXO THEBES.....										
Yd.	Yd.	SO	DN ILLMO CWTXO 1 04 FORN FELT..... 0 81	I 3	L 5.30 PM	L 6.30 AM							
			ANCELL..... 5 45	I 5	5.33	f 6.34							
65			QUARRY..... 0 01	I 10		6.45							
			FRISCO JUNCTION SLSF. 0 10 Crossing		A 5.45 PM								
		RK	DN ROCKVIEW..... Mo.P. SLSF. 5 41 Crossing	I 11		f 6.46							
281	271		DELTA..... Mo.P. 5 26 Crossing	I 16		s 7.15							
271	17		RANDLES..... 2 35	I 21		s 7.30							
	20		PERKINS..... 2 05	I 24		f 7.40							
153	16		MESLER..... 3 32	I 26		f 7.50							
	30		BELL CITY..... 2 49	I 30		s 8.00							
139			ARDEOLA..... 4 76	I 32		f 8.15							
248	28		AVERT..... W. 5 55	I 38		f 8.30							
			PARONT..... 1 40	I 42		8.40							
	26		IDALIA..... 6 31	I 44		f 8.45							
135	4	GR	DN DEXTER JCT..... Mo.P. 0 06 Crossing	I 50		9.00 AM							
Yd.	Yd.	DX	D..... DEXTER..... X 3.50	I 51		s {9.38 42 9.55 28							
112			HAZEL..... 5 15			10.02							
37	47	BN	DN..... BERNIE..... 4 07	I 60		s 10.17							
Yd.	Yd.	MD	N. M. JUNCTION } 3.52 DN MALDEN OCWYX } SLSF. 1 53 Crossing S. M. JUNCTION } 1.96	58		A 10.45 AM	L 6.30 AM						
138			BRACY..... 3 96				6.34						
125	129	CA	DN..... CAMPBELL..... SLSF. 4 52 Crossing	65		s 7.00							
146	27		ST. FRANCIS..... 5 67	70		f 7.10							
126	128	GA	DN..... PIGGOTT..... SLSF. 3 27 Crossing	76		s 7.53 42							
190	25		GREENWAY..... 0 74	79		f 8.28 16							
148	94	RT	DN..... RECTOR..... W. 7 31	86		s 9.05 16							
142	44	MX	DN..... MARMADUKE..... 5 17	93		s 9.50							
106	28		HALLIDAY..... 4 29	98		f 10.15							
179			NORTH PARAGOULD..... 0 06			10.45							
Yd.	Yd.	PR	DN..... PARAGOULD XOWY..... 0 07 Mo.P. 5.13 Crossing	104		s 10.55							
104	19		BETHEL..... 6 34	109		f 11.17 16							
125	16	BR	DN..... BROOKLAND..... 4 34	116		f 11.35							
136			GLENDALE..... SLSF. 4 32 Crossing	121		11.45							
Yd.	Yd.	JN	DN JONESBORO CWTXO	125		A 11.55 AM							
			(131.32)		Daily	Daily Except Sunday	Daily Except Sunday						
			Average Speed Per Hour...		55	53	57						
			Schedule Time.....		29.28	15.15	12.35						
					0.15	4.15	5.25						

See page 3 for instructions pertaining to Illmo Subdivision.

ILLMO SUBDIVISION—Northward—Continued on Next Page

Capacity of Tracks In Cars		Distance from Birds Point	Distance from Grays Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS	SECOND CLASS					
Sidings	Other					8 Passenger. Morning Star	24 Freight	42 Mo.Pac.370 Freight	26 Freight	16 Freight	44 Mo.Pac.380 Freight	18 Freight
				STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	
				DN. ST. LOUIS UNION STATION.....	A 4.23	7.28 AM						
Yd.	Yd.			DN. EAST ST. LOUIS. OWYXO	S	7.11 AM				A 9.30 PM		A 6.35 AM
				THEBES.....	f	3.25 AM						
Yd.	Yd.	3.31		DN. ILLMO. CWTXO	I 3	3.15 AM	A 5.45 AM	A 11.50 AM	A 11.25 AM	S 4.00 PM	A 6.45 PM	S 12.30 AM
		4.35		FORN FELT.....		3.05 AM				3.30		11.00 PM
		5.16		ANCELL.....	I 5	3.00	5.40	11.45	11.20		6.40	10.55
65		10.61		QUARRY.....	I 10	2.47						
		10.62		FRISCO JUNCTION.....								
		10.72		SLSF 0.10 Crossing								
		10.72		DN. ROCKVIEW.....	Y I 11							
281	171	16.13		Mo.P., SLSF 5.41 Crossing								
		16.13		DELTA.....	W I 16	2.34						
		16.13		Mo.P. 5.26 Crossing								
271	17	21.39		RANDLES.....	I 21	2.26						
	20	23.74		PERKINS.....	I 24	2.21						
153	16	26.39		MESLER.....	I 26	2.15						
	30	29.71		BELL CITY.....	I 30	2.10						
139		32.20		ARDEOLA.....	I 32	2.04						
248	28	36.96		AVERT.....	W I 38	1.57						
		42.51		PARONT.....	I 42	1.48						
	26	43.91		IDALIA.....	I 44	1.46						
135	4	50.22		DN. DEXTER JCT.....	I 50	1.34 AM	4.14 AM	9.40 AM	9.57 AM	1.47 PM	4.22 PM	9.02 PM
		50.22		Mo.P. 0.66 Crossing								
Yd.	Yd.	50.88		DEXTER.....	X I 51	1.32	4.12	9.38 ⁵³	9.55 ⁵³	1.45	4.20	9.00
79	57	54.38		HAZEL.....		1.23 ³⁹	4.04 ¹⁷	9.27	9.47	1.37	4.12	8.52
112		59.53		DN. BERNIE.....	I 60	1.15	3.51 ⁷	9.15	9.37	1.27	4.02	8.42
137	47	64.20		N. M. JUNCTION.....		1.05	3.30	8.55	9.25	1.15	3.50	8.30
Yd.	Yd.	57.92		MALDEN. OCWYX	58	12.59	3.20	8.45	9.15	1.05	3.40	8.20 ³⁷
		59.45		SLSF 1.53 Crossing								
		61.41		S. M. JUNCTION.....		12.49	3.12	8.39	9.08	12.58	3.24	8.13
138		65.37		BRACY.....		12.46	3.08	8.35	9.04	12.54	3.20	8.09
125	129	69.89		DN. CAMPBELL.....	65	12.41	3.00	8.23	8.56	12.46	3.08	8.01
146	27	75.56		SLSF 4.52 Crossing								
126	128	78.83		ST. FRANCIS.....	70	12.30	2.50 ³⁹	8.10	8.47	12.37	2.55	7.52
190	25	85.57		DN. PIGGOTT.....	76	12.22 ³	2.40	7.53 ⁵⁷	8.35	12.25	2.38	7.40
142	44	92.88		SLSF 3.27 Crossing								
106	28	98.05		GREENWAY.....	79	12.14	2.33	7.43	8.28 ⁵⁷	12.18	2.28	7.33
179		102.34		DN. RECTOR.....	86	12.02 AM	2.19	7.22	8.14	12.04 PM	2.07	7.19
		103.00		DN. MARMADUKE.....	93	11.52	2.04	6.57	7.59	11.49	1.42	7.04
		103.63		HALLIDAY.....	98	11.43 ¹⁹	1.54	6.47	7.49	11.39	1.32	6.54
		103.70		NORTH PARAGOULD.....		11.37	1.45	6.37	7.40	11.30	1.22	6.45
Yd.	Yd.	103.63		BLYTHEVILLE JCT.....								
		103.70		DN. PARAGOULD XOWY	104	11.35	1.43	6.32	7.37	11.27	1.17	6.42
				Mo.P. 5.13 Crossing								
		108.83		BETHEL.....	109	11.23	1.33		7.27	11.17 ⁵⁷		6.32
125	16	115.67		DN. BROOKLAND.....	116	11.14	1.21 ³		7.15	11.05		6.20
136		120.51		GLENDALE.....	121	11.06	12.55		7.05	10.55		6.10
Yd.	Yd.	124.83		SLSF 4.32 Crossing								
				DN. JONESBORO CWTXOY	125	11.00 PM	L 12.45 AM		L 6.55 ¹⁷ AM	L 10.45 AM		L 6.00 PM
				(131.32)		Daily	Daily	Daily	Daily	Daily	Daily	Daily
				Average Speed Per Hour.....		32.16	26.26	20.66	29.18	27.65	20.03	26.26
				Schedule Time.....		4.05	5.00	5.20	4.30	4.45	5.30	5.00

See page 3 for instructions pertaining to Illmo Subdivision.

ILLMO SUBDIVISION—Northward—Concluded

Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	SECOND CLASS			THIRD CLASS					
Sidings	Other				32 Mo.Pac.74 Freight	36 Mo.Pac.76 Freight	38 Mo.Pac.60 Freight	56 C.&E.I.184 Freight	54 Local	58 Local			
		STATIONS			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			
		UD	DN. ST. LOUIS UNION STATION										
		VJ	DN. EAST ST. LOUIS. CWYTXO										
			THEBES.										
Yd.	Yd.	SO	DN ILLMO. CWYTXO	I 3	A 2.55 AM	A 9.30 AM	A 11.55 AM	A 7.35 AM	A 10.30 AM				
			FORN FELT						f 10.27				
			ANCELL	I 5	2.50	9.25	11.50	7.32	f 10.25				
65			QUARRY	I 10					10.13				
			FRISCO JUNCTION					L 7.20 AM					
		RK	DN. ROCKVIEW	I 11					f 10.12				
281	171		DELTA	I 16					s 10.00				
			RANGLES	I 21					s 9.30				
			PERKINS	I 24					f 9.20				
153	16		MESLER	I 26					f 9.10				
			BELL CITY	I 30					s 8.55				
139			ARDEOLA	I 32					f 8.40				
248	28		AVERT	I 38					f 8.30				
			PARONT	I 42					8.10				
			IDALIA	I 44					f 8.05				
135	4	GR	DN. DEXTER JCT.	I 50	L 12.45 AM	L 7.30 AM	9.55 AM		7.47 AM				
Yd.	Yd.	DX	DN. DEXTER	I 51					s 7.45				
112			HAZEL						7.10				
137	47	BN	DN. BERNIE	I 60					s 7.00				
Yd.	Yd.	MD	DN. MALDEN. OCWYX	58					L 6.30 AM	A 11.00 AM			
			BRACY							10.54			
138			CAMPBELL	65					s 10.42				
146	27		ST. FRANCIS	70					f 10.30				
126	128	GA	DN. PIGGOTT	76					s 10.15				
190	25		GREENWAY	79					f 9.45				
148	94	RT	DN. RECTOR	86					s 9.05 ⁵⁷				
142	44	MX	DN. MARMADUKE	93					s 8.40				
106	28		HALLIDAY	98					f 8.20				
179			NORTH PARAGOULD						8.10				
Yd.	Yd.	PR	DN. PARAGOULD XOWY	104					s 7.52				
			BETHEL	109					f 7.40				
125	16	BR	DN. BROOKLAND	116					f 7.26				
136			GLENDALE	121					7.15				
Yd.	Yd.	JN	DN. JONESBORO CWYXOY	125					L 7.05 AM				
			(131.32)		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			
			Average Speed Per Hour		32	36	38	56	54	58			
			Schedule Time		21.65	23.46	23.46	29.28	16.10	16.90			
					2.10	2.00	2.00	0.15	4.00	3.55			

See page 3 for Instructions pertaining to Illmo Subdivision.

JONESBORO SUBDIVISION—Southward—Continued on Next Page

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS						SECOND CLASS		
					3 Blue Streak Daily	7 Passenger Morning Star Daily	605 Passenger Morning Star Daily	5 Passenger Morning Star Daily	601 Passenger Lone Star Daily	1 Passenger Lone Star Daily	19 Motor Special Daily	17 Fast Freight Daily	15 Freight Daily
MEMPHIS.													
Yd.	124.83	DN. JONESBORO TWCXOY	125	L 1.45 AM	L 6.55 AM	L 8.30 AM		L 9.55 PM					
97	31 133.22	..... GIBSON.....	133	1.55	f 7.07						L 12.40 AM	L 7.15 AM
113	36 137.40	..... OTWELL.....	137	2.00	f 7.15						12.52	7.33
97	107 145.42	DN..... WEINER.....	146	2.10	s 7.30						12.58	7.42	
96	31 149.57	..... WALDENBURG.....	150	2.15	f 7.38						1.10	7.57
114	51 155.20	D..... FISHER.....	155	2.22	s 7.50						1.16	8.07	
128	54 161.52	DN. HICKORY RIDGE...W	162	2.30	s 8.04 ⁶¹						1.25	8.19	
97	16 167.45	..... TILTON.....	168	2.37	f 8.15						1.35	8.33
127	111 172.68	Mo.P. FAIR OAKS.....Y DN..... FAIR OAKS.....Y	173	2.44	s 8.27 ¹⁶						1.44	8.46 ⁶¹	
		..... BEMIS.....	178	2.52	8.37						1.53	9.00
97	11 178.56	..... HUNTER.....	187	3.02 ²⁶	s 8.52						2.02	9.12
113	44 186.93	DN..... HUNTER.....	187	3.02 ²⁶	s 8.52						2.14	9.30	
98	29 192.19	..... ZENT.....	192	3.08	f 9.02						2.23	9.42
55	36 194.24	D..... FARGO.....	194	3.11	f 9.08						2.27	9.50	
216	198.00	M. & A. NORTH BRINKLEY..... NORTH BRINKLEY.....		3.16	9.15						2.34 ²⁶	10.20 ⁶²	
Yd.	Yd. 199.49	..... COTTON BELT JCT..... C.R.I. & P. 0.81 Crossing				L 9.55 AM		L 11.20 PM				
		..... MEMPHIS JCT..... C.R.I. & P. 0.32 Crossing				9.59		11.24				
126	198.68	DN..... BRINKLEY.....YWO	199	3.19	s 9.30	A 10.00 AM	L 10.10 AM	A 11.25 PM	L 11.30 PM	2.36	10.30	10.08	
96	13 207.10	..... KEEVIL.....	207	3.29	f 9.40 ⁶⁴		10.20		11.40	2.48	10.45	10.23
125	227 214.03	DN..... CLARENDON...YW* Mo.P. 6.59 Crossing	214	3.38	s 9.49		s 10.29		s 11.49	2.57	10.54	10.32	
97	27 220.62	DN..... ROE.....	221	3.51 ²	f 10.09		10.49		12.09 AM	3.15	11.14	10.52	
98	..... 225.17	..... AURICH.....	225	4.00	10.15		10.55		12.14	3.23	11.21	11.00
.....	22 226.27	..... ULM.....	226		f 10.18		10.57					
60	10 230.01	..... PARHAM.....	230	4.07	10.23		11.03		12.20	3.39 ²	11.33	11.10
133	..... 232.25	..... NORTH STUTTGART.....		4.10	10.26		11.06		12.23	3.43	11.38	11.15
Yd.	Yd. 233.34	R.I.S. & S. STUTTGART.YW* DN..... STUTTGART.YW* 4.72 Crossing	233	s 4.20	s 10.35		s 11.15		s 12.30	3.45	11.40	11.25	
96	25 238.03	..... GOLDMAN.....	238	4.25	10.41		11.21		12.35	3.52	11.49	11.34
133	35 244.81	DN..... HUMPHREY.....	245	4.35	f 10.53		11.34		12.43 ²⁶	4.02	12.01 PM	11.46	
133	51 251.59	..... WABBASEKA.....	252	4.45	f 11.05		11.46		12.51	4.12	12.13	11.56
135	99 256.07	DN..... ALTHEIMER.....Y*	256	4.52	f 11.15		11.57		12.57	4.19	12.23	12.06 ²⁶	
.....	..... 256.70	..... ENGLAND JUNCTION.....										
96	42 260.23	..... ROB ROY.....	260	4.59	f 11.24 ⁵⁰		12.06 PM		1.02	4.25	12.31	12.14
136	8 262.61	DN..... WILKINS.....	263	5.07 ¹⁶	f 11.29		12.11		1.06	4.32	12.36	12.21	
.....	Yd. 266.72	DN. PINE BLUFF SHOPS TWCXOY	267	A 5.15 AM	A 11.40 AM		A 12.25 PM		A 1.15 AM	A 4.40 AM	A 12.45 ⁷⁸ PM	A 12.30 AM	
(141.89)				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				3	7	605	5	601	1	19	17	15	
Average Speed Per Hour...				40.54	29.87	13.56	30.10	13.56	38.70	35.47	25.80	25.80	
Schedule Time.....				3.30	4.45	0.05	2.15	0.05	1.45	4.00	5.30	5.30	

See page 3 for Instructions pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Southward—Concluded

Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers	THIRD CLASS				627 Freight Daily	625 Freight Daily
Sidings	Other		STATIONS			61 Local Daily Except Sunday	63 Local Daily Except Sunday	51 Local Daily Except Sunday			
			MEMPHIS.....							L 7.30 AM	L 8.30 PM
	Yd.	JN	DN. JONESBORO	TWCXOY	125	L 6.00 AM					
	97	31	.....GIBSON.....		133	f 6.20					
	113	36	.....OTWELL.....		137	f 6.30					
	97	107	W	DN.....WEINER.....	146	s 7.00					
	96	31	.....WALDENBURG.....		150	f 7.10					
	114	51	FI	D.....FISHER.....	155	s 7.30					
	128	54	HK	DN.HICKORY RIDGE...W	162	s 8.04 7					
	97	16	.....TILTON.....		168	f 8.46 17 18					
	127	111	FA	DN.....FAIR OAKS.....	173	s 9.10					
	97	11	.....BEMIS.....		178	f 9.25					
	113	44	UN	DN.....HUNTER.....	187	s 9.45					
	98	29	.....ZENT.....		192	f 9.55					
	55	36	FR	D.....FARGO.....	194	s 10.05					
	216		M. & A. NORTH BRINKLEY...			10.30 12					
	Yd.	Yd.	COTTON BELT JCT. C.R.I.&P. 0.81 Crossing							A 10.00 AM	A 10.45 PM
	126	B	MEMPHIS JCT. C.R.I.&P. 0.32 Crossing DN.....BRINKLEY.....		199	A 10.35 AM	L 10.45 AM				
	96	13	.....KEEVIL.....		207	f 11.05					
	125	227	CN	DN.....CLARENDON...YW*	214	s 11.30					
	97	27	RO	DN.....ROE.....	221	s 11.50					
	98		.....AURICH.....		225						
		22	.....ULM.....		226	f 12.02 PM					
	60	10	.....PARHAM.....		230	f 12.10					
	133		.....NORTH STUTTGART...			12.15					
	Yd.	Yd.	Z	R.I.S.&S. Crossing DN.....STUTTGART.YWXO	233	s 12.55					
	96	25	.....GOLDMAN.....		238	1.10					
	133	35	HU	DN.....HUMPHREY.....	245	s 1.31 18					
	133	51	.....WABBASEKA.....		252	s 2.00					
	135	99	AU	DN.....ALTHEIMER.....Y*	256	s 2.15	L 9.45 AM				
	96	42	.....ENGLAND JUNCTION...			f 2.23	9.53				
	136	8	DO	DN.....WILKINS.....	263	2.30	10.00				
		Yd.	CB YD	DN.PINE BLUFF SHOPS TWCXOY	267	A 2.40 PM	A 10.10 AM				
			(141.89)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily	Daily
						61	63	51		627	625
			Average Speed Per Hour.....			16.18	17.29	25.56			
			Schedule Time.....			4.35	3.55	0.25			

See page 3 for Instructions pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Northward—Continued on Next Page

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers	FIRST CLASS					SECOND CLASS			
Sidings	Other		STATIONS			2	602	6	606	8	16	18	24	26
						Passenger Lone Star Daily	Passenger Lone Star Daily	Passenger Morning Star Daily	Passenger Morning Star Daily	Passenger Morning Star Daily	Freight Daily	Freight Daily	Freight Daily	Freight Daily
			MEMPHIS			A 6.45 AM		A 9.50 PM						
	Yd.	124.83	DN.	JONESBORO TWXOY	125				A 10.35 PM	A 10.15 AM	A 5.45 PM	A 11.10 PM	A 5.15 AM	
	97	31 133.22		GIBSON	133				f 10.21	9.57	5.23	10.53	4.56	
	113	36 137.40		OTWELL	137				f 10.14	9.47	5.13	10.43	4.45	
	97	107 145.42	DN.	WEINER	146				s 10.01	9.31	4.57	10.27	4.27	
	96	31 149.57		WALDENBURG	150				f 9.52	9.21	4.47	10.17	4.17	
	114	51 155.20	D.	FISHER	155				s 9.42	9.11	4.37	10.07	4.07	
	128	54 161.52	DN.	HICKORY RIDGE	162				s 9.30	8.59	4.25	9.55	3.55	
	97	16 167.45		TILTON	168				f 9.20	8.46 ⁶¹ ₁₇	4.12	9.42	3.42	
	127	111 172.68	DN.	FAIR OAKS	173				s 9.11 ¹⁵	8.27 ⁷	4.00	9.32	3.30	
	97	11 178.56		BEMIS	178					8.59	8.08	9.22 ¹⁵	3.18	
	113	44 186.93	DN.	HUNTER	187				s 8.47	7.52	3.32	9.02	3.02 ³	
	98	29 192.19		ZENT	192				f 8.37	7.42	3.22	8.50	2.46	
	55	36 194.34	D.	FARGO	194				f 8.32	7.37	3.17	8.45	2.41	
	216	198.00	M. & A.	NORTH BRINKLEY						8.25 ²⁴	7.30	8.25 ⁸	2.34 ¹⁹	
Yd.	Yd.	199.49		COTTON BELT JCT		A 4.45 AM		A 7.38 PM						
		198.68		MEMPHIS JCT		4.37		7.34						
	126	199.00	DN.	BRINKLEY YWO	199	A 4.33 AM	L 4.36 AM	A 7.28 PM	L 7.33 PM	s 8.20	7.25	3.05	7.50	2.16
	96	13 207.10		KEEVIL	207	4.19		7.11		7.54	7.06	2.51	7.36	2.02
	125	227 214.03	DN.	CLARENDON YW	214	s 4.09		s 7.01		s 7.44	6.51	2.36	7.21	1.47
	97	27 220.62	DN.	ROE	221	3.51 ³		6.40		f 7.23	6.31	2.16	7.01	1.27
	98	225.17		AURICH	225	3.45		6.33		7.16	6.23	2.08	6.53	1.19
	22	226.27		ULM	226			6.31		f 7.14				
	60	10 230.01		PARHAM	230	3.39 ¹⁹		6.26		7.09	6.15	2.00	6.45	1.11
	133	232.25		NORTH STUTTGART		3.36		6.23		7.06	6.11	1.56	6.41	1.07
Yd.	Yd.	233.31		R.I.S. & S.										
	145	233.31	DN.	STUTTGART YW	233	s 3.31		s 6.14		s 6.57	6.08	1.53	6.38	1.04
	96	25 238.03		GOLDMAN	238	3.25		6.08		6.51	5.59	1.44	6.29	12.55
	133	35 244.81	DN.	HUMPHREY	245	3.16		5.58		f 6.41	5.46	1.31 ⁶³	6.17	12.43 ¹
	133	51 251.59		WABBASEKA	252	3.07		5.48		f 6.30	5.33	1.18	6.05	12.20
	135	99 256.07	DN.	ALTHEIMER	256	3.02		5.42		f 6.23	5.25	1.10	5.57	12.06 ¹⁵ _{AM}
		256.70		ENGLAND JUNCTION										
	96	42 260.23		ROB ROY	260	2.57		5.36		6.16	5.18	1.02	5.50	11.45
	136	8 262.61	DN.	WILKINS	263	2.53		5.31		6.11	5.07 ³	12.52	5.42	11.37
	Yd.	266.72	DN.	PINE BLUFF SHOPS TWXOY	267	L 2.47 AM		L 5.25 PM		L 6.05 PM	L 5.00 AM	L 12.45 ¹⁷ _{PM}	L 5.35 PM	L 11.30 PM
				(141.89)		Daily		Daily		Daily	Daily	Daily	Daily	Daily
						2		602		6		606		8
				Average Speed Per Hour		38.33		7.53		33.03		13.56		31.53
				Schedule Time		1.46		0.09		2.03		0.05		4.30
										16		18		24
										27.03		28.38		25.41
										5.15		5.00		5.35
														5.45

See page 3 for Instructions Pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Northward—Concluded

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Capacity of Tracks in Cars		Telegraph Cells	TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers	THIRD CLASS				626 Freight	628 Freight		
						62 Local	64 Local	50 Local					
Sidings	Other		STATIONS			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily	Daily		
			MEMPHIS							A 5.30 AM	A 5.30 PM		
	Yd.	JN	DN. JONESBORO TWXOY	125	A 2.10 PM								
97	31		.....GIBSON.....	133	f 1.50								
113	36		.....OTWELL.....	137	f 1.35								
97	107	W	DN. WEINER.....	146	s 1.15								
96	31		.....WALDENBURG.....	150	f 12.50								
114	51	FI	D. FISHER.....	155	s 12.35								
123	54	HK	DN. HICKORY RIDGE...W	162	s 12.20								
97	16		.....TILTON.....	168	f 12.05 PM								
127	111	FA	Mo.P. DN. FAIR OAKS.....Y	173	s 11.50								
			.....BEMIS.....	178	f 11.25								
113	44	UN	DN. HUNTER.....	187	s 11.05								
98	29		.....ZENT.....	192	f 10.50								
55	36	FR	D. FARGO.....	194	s 10.40								
216			M. & A. DN. NORTH BRINKLEY.....Y		10.30 ⁶¹ 10.20 ¹⁷								
Yd.	Yd.		.....COTTON BELT JCT.....							L 3.00 AM	L 3.00 PM		
			C.R.I. & P. 0.81 Crossing										
			.....MEMPHIS JCT.....										
128		B	C.R.I. & P. 0.32 Crossing DN. BRINKLEY...YWO	199	L 10.10 AM	A 9.55 AM							
			.....KEEVIL.....	207	f 9.40 7								
125	227	CN	DN. CLARENDON...YW*	214	s 9.05								
			Mo.P. 6.59 Crossing										
97	27	RO	DN. ROE.....	221	s 8.15								
98			.....AURICH.....	225	8.03								
	22		.....ULM.....	226	f 8.00								
60	10		.....PARHAM.....	230	f 7.52								
133			.....NORTH STUTTGART... 1.06		7.47								
Yd.	Yd.	Z	R.I.S. & S. Crossing DN. STUTTGART YWXO	233	s 7.45								
			.....GOLDMAN.....	238	7.15								
133	35	HU	DN. HUMPHREY.....	245	s 7.00								
133	51		.....WABBASEKA.....	252	s 6.40								
135	99	AU	DN. ALTHEIMER.....Y*	256	s 6.25	A 11.30 AM							
			.....ENGLAND JUNCTION... 0.63										
96	42		.....ROB ROY.....	280	f 6.15	11.24 7							
			.....WILKINS.....	263	6.07	11.10							
	Yd.	CB YD	DN. PINE BLUFF SHOPS TWXOY	267	L 6.00 AM	L 11.00 AM							
			(141.89)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		Daily	Daily			
					62	64	50		626	628			
			.....Average Speed Per Hour.....		18.54	17.29	21.30						
			.....Schedule Time.....		4.00	3.55	0.30						

See page 3 for Instructions pertaining to Jonesboro Subdivision.

PINE BLUFF SUBDIVISION—Southward—Continued on Next Page

Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE		Station Numbers	FIRST CLASS							
Sidings	Other		No. 1 Effective	MARCH 4, 1945		1	201	7	5				
			STATIONS			Passenger Lone Star Daily	Passenger Lone Star Daily	Passenger Morning Star Daily	Passenger Morning Star Daily				
		266.72	DN PINE BLUFF SHOPS	267	L 1.22 AM			L 11.40 AM	L 12.40 PM				
		267.69	Mo.P. 0.07 Crossing PINE BLUFF	268	s 1.37			A 11.45 AM	s 1.00				
		268.79	Mo.P. 1.10 Crossing M. P. JUNCTION		1.42				1.05				
242		269.81	0.52 DN SOUTH PINE BLUFF		1.44				1.07				
		274.21	4.34 SORRELLS	274	1.51				1.14				
		278.55	1.84 FAITH	279	1.56				1.19				
108		280.39	2.82 D RONE	280	1.59				1.22				
		283.21	1.16 KEDRON	283									
102		284.37	5.43 CABOOL	284	2.05 2				1.27				
110N 147S		289.80	7.26 MP294.91 W DN RISON	290	f 2.11				s 1.33				
93		297.06	2.73 SALINE	297	2.22				1.44				
72		299.79	7.61 C.R.I.&P. Crossing DN KINGSLAND	300	f 2.26				s 1.49				
170S 128N		307.40	5.57 DN FORDYCE	307	s 2.40 16				s 2.03				
102		312.97	8.22 THORNTON	313	2.48				f 2.12				
166		321.19	3.74 DN BEARDEN	321	2.59				s 2.24 24				
57		324.93	2.46 GRAVEL PIT	325	3.04				2.29				
147		327.39	1.54 EAGLE MILLS	327	3.08				2.33				
39		328.93	3.24 DN SHUMAKER	329									
110		332.17	1.13 VAN DUZER	332	3.14				2.39				
		333.30	1.61 D WARNER	333									
		334.91	2.37 D C.R.I.&P. Crossing KENT	335	3.18				2.43				
84		337.28	0.36 NORTH CAMDEN	X	3.23				2.48				
133		337.64	2.77 DN CAMDEN	W	3.31				s 2.56				
106		340.41	3.85 DN HERBERT	Y-O	3.36				3.01 6				
55		344.26	4.68 FINN	344	3.42				3.07				
99		348.94	4.78 DN BUENA VISTA	349	3.50				3.13				
194		353.72	4.21 OGEMAW	354	3.58				3.19				
115		357.93	5.26 MP362.92 W DN STEPHENS	358	f 4.05				s 3.26				
72		363.19	4.86 MILNER	363	4.13				3.34				
247		368.05	5.21 DN McNEIL	Y*	4.23				s 3.44				
146		373.26	3.57 DN WALDO	373	f 4.32				s 3.55				
70		376.83	4.56 LUMBER	377	4.37				4.00				
110		381.89	3.81 D BUCKNER	381	4.44				4.07				
194		385.20	4.48 DN STAMPS	*W	4.51				s 4.14				
121		389.68	0.57 DN LEWISVILLE	X	5.10		L 5.15 AM		s 4.25				
		390.25	3.63 SHREVEPORT JCT	W-O-Y			A 5.20 AM						
72		393.88	3.75 SPIRIT LAKE	395	5.16				4.31				
72		397.63	5.73 D GARLAND CITY	398	5.23				4.38				
71		403.36	6.83 McKINNEY	403	5.33 18				4.48				
71		410.19	6.14 DN GENOA	410	5.44				4.59 26				
236		416.33	2.82 GERTRUDE	416	5.54				5.09				
Yd.	Yd.	419.15	DN TEXARKANA YD.	419	A 6.00 58 AM				A 5.15 PM				
			TYWKO T & P.K.C.S.O 41T.&P. Crossing										
			TEXARKANA		A 6.10 AM				A 5.25 PM				
			(152.43)		Daily	Daily	Daily	Daily					
			Average Speed Per Hour		31.84	6.84	11.64	32.18					
			Schedule Time		4.48	0.05	0.05	4.45					

PINE BLUFF SUBDIVISION—Southward—Concluded.

Capacity of Tracks In Cars		Telephone Calls	TIME TABLE		Station Numbers	SECOND CLASS				THIRD CLASS		
Sidings	Other		No. 1 Effective MARCH 4, 1945			19	43	27	17	65	67	29
						Motor Special	Fast Freight	Fast Freight	Fast Freight	Local	Local	Mixed C.R.I. & P. R.R.No.897
		STATIONS		Daily		Daily		Daily		Daily		
		CB	DN PINE BLUFF SHOPS	267	L 5.00 AM	L 5.30 AM	L 1.00 PM	L 1.30 PM	L 8.00 AM			
		YD	Mo.P. 0 97 Crossing	268								
			Mo.P. 1 10 Crossing									
			M. P. JUNCTION		5.10	5.40	1.12	1.40	f 8.10			
242		SY	DN SOUTH PINE BLUFF		5.12	5.45	1.15	1.42	8.15			
			4.90									
83	14		SORRELLS	274	5.20	5.55	1.23	1.50	f 8.25			
			4 34									
	41		FAITH	279	5.27	6.04	1.30	1.57	f 8.35			
			1 84									
108		RN	DN RONE	280	5.30	6.07	1.33	2.00	8.38			
			2 82									
	43		KEDRON	283					f 8.45			
			1 16									
102			CABOOL	284	5.37	6.15	1.40	2.07	8.47			
			5 43									
110N	73	RX	DN RISON	290	5.45	6.27	1.48	2.15	s 9.27 18			
147S			7 26 MP204.91 W									
93	26		SALINE	297	6.00	6.42	2.03	2.30	f 9.37			
			2 73									
72	60	KD	DN KINGSLAND	300	6.05	6.48	2.08	2.35	s 9.57			
			C.R.I. & P. 7 61 Crossing									
170S	Yd.	FY	DN FORDYCE	307	6.17	7.03	2.25	3.00 24	s 10.30 66			
128N			5 57									
102	22		THORNTON	313	6.27	7.15	2.40 24	3.12	s 10.45			
			8 22									
166	70	BN	DN BEARDEN	321	6.39	7.28	2.55	3.37 6	s 11.05			
			3 74									
57	342		GRAVEL PIT	325	6.45	7.34	3.02	3.43	f 11.13			
			2 46									
147	57		EAGLE MILLS	327	6.49	7.39	3.06	3.47	f 11.18			
			1 54									
39	37	MS	DN SHUMAKER	329	6.52	7.46	3.09	3.50	f 11.21			
			3 24									
110	19		VAN DUZER	332	6.57	7.53 18	3.20 6	3.55	f 11.26			
			1 13									
		WA	DN WARNER	333								
			C.R.I. & P. 1 61 Crossing									
	10	K	DN KENT	335	7.02	7.59	3.25	4.00	f 11.32		L 2.20 PM	
			2 37									
84	Yd.		NORTH CAMDEN	X	7.09	8.15 66	3.32	4.07	11.40		A 2.30 PM	
			0 36									
133	Yd.	CD	DN CAMDEN	W	7.14	8.18	3.40	4.12	A 11.45 AM	L 7.25 AM		
			Mo.P. 2 77 Crossing									
105	Yd.	HB	DN HERBERT	Y-O	7.19	8.24	3.46	4.17		7.33 18		
			3 85									
55	10		FINN	344	7.26 18	8.30	3.53	4.23		f 7.50		
			4 68									
99	24	BI	DN BUENA VISTA	349	7.35	8.38	4.01	4.31		f 8.05		
			4 78									
194	28		OGEMAW	354	7.45	8.46	4.10	4.40		s 8.20		
			4 21									
115	61	HN	DN STEPHENS	358	7.54	8.53 67	4.18	4.49		s 8.53 63		
			5 26 MP362.92 W									
72	6		MILNER	363	8.04	9.02	4.27	4.59		f 9.25 68		
			4 86									
247	106	MN	DN McNEIL	Y*	8.13	9.10 68	4.36	5.07		s 10.00		
			5 21									
146	67	BF	DN WALDO	373	8.22 68	9.19	4.45	5.17		s 10.20		
			3 57									
70	4		LUMBER	377	8.27	9.33	4.50	5.24		f 10.35		
			4 56									
110	18	CK	DN BUCKNER	381	8.34	9.42	4.59	5.33		s 10.55		
			3 81									
194	214	BU	DN STAMPS	W*	8.41	9.50	5.06	5.42		s 11.15		
			L & A. 4 48 Crossing									
121	Yd.	WV	DN LEWISVILLE	X	8.51	10 10 10.30	A 5.15 PM	5.55 26		s 11.56 24		
			0 57									
			SHREVEPORT JCT									
			3 63 W-O-Y									
72	9		SPIRIT LAKE	395	9.01	10.40		6.06		12.06 PM		
			3 75									
72	50	GC	DN GARLAND CITY	398	9.10	10.49		6.16		s 12.20		
			5 73									
71			McKINNEY	403	9.20	11.01		6.28		12.32		
			6 83									
71	34	G	DN GENOA	410	9.32	11.15 24		6.43		f 12.45		
			6 14									
236			GERTRUDE	416	9.41	11.25		6.56		12.55		
			2 82									
Yd.	Yd.	X	DN TEXARKANA YD.	419	A 10.00 AM	A 11.45 AM		A 7.15 PM		A 1.11 PM 6		
			TYWXO									
			T.&P.K.C.S. 0.41 T.&P. Crossing									
			TEXARKANA									
			(152.43)									
					Daily	Daily	Daily	Daily	Daily Exc.Sun.	Daily Exc.Sun.	Daily Exc.Sun.	
					19	43	27	17	65	67	29	
			Average Speed Per Hour		30.49	24.39	28.93	26.51	18.91	14.13	14.23	
			Schedule Time		5.00	6.16	4.15	5.45	3.45	5.46	0.10	

See pages 26 and 27 for instructions pertaining to Pine Bluff Subdivision.

Northern Division

PINE BLUFF SUBDIVISION—Northward—Continued on Next Page

Capacity of Tracks In Cars	Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS			
				6 Passenger Morning Star Daily	8 Passenger Morning Star Daily	2 Passenger Lone Star Daily	202 Passenger Lone Star Daily
Yd.	266.72	DN PINE BLUFF SHOPS. Mo.P. 0 97 Crossing	267	A 5.10 PM	A 6.05 PM	A 2.42 AM	
	267.69	Mo.P. PINE BLUFF 1 10 Crossing	268	S 5.05	L 6.00 PM	S 2.37	
	268.79	Mo.P. M. P. JUNCTION 0 52 Crossing		4.52		2.27	
242	269.81	DN SOUTH PINE BLUFF 4.90		4.50		2.25	
83	14 274.21	SORRELLS 4.34	274	4.44		2.19	
	41 278.55	FAITH 1 84	279	4.38		2.13	
108	280.39	D RONE 2 82	280	4.35		2.10	
	43 283.21	KEDRON 1 16	283				
102	284.37	CABOOL 5 43	284	4.30		2.05 I	
110N 147S 93	73 289.80	DN RISON 7 26 MP294.91 W	290	f 4.23		f 1.58	
	26 297.06	SALINE 2 73	297	4.13		1.48	
	72 60 299.79	D KINGSLAND C.R.I.&P. 7 61 Crossing	300	f 4.10		1.45	
170S 128N	Yd. 307.40	DN FORDYCE 5.57	307	S 3.58		S 1.86	
	102 22 312.97	THORNTON 8 22	313	3.48		1.26	
166	70 321.19	DN BEARDEN 3 74 W*	321	S 3.37 17		f 1.15	
57	342 324.93	GRAVEL PIT 2 46	325	3.31		1.09	
147	57 327.39	EAGLE MILLS 1 54	327	3.27		1.05	
	39 37 328.93	DN SHUMAKER 3 24	329				
110	19 332.17	VAN DUZER 1 13	332	3.20 27		12.58	
	333.30	D WARNER C.R.I.&P. 1 61 Crossing	333				
	10 334.91	D KENT 2 37	335	3.16		12.54	
84	Yd. 337.28	NORTH CAMDEN 0 36 X		3.11		12.49	
133	337.64	DN CAMDEN Mo.P. 2 77 Crossing	338	S 3.10		S 12.48	
105	Yd. 340.41	DN HERBERT 3 85 Y-O	340	3.01 5		12.39	
55	10 344.26	FINN 4 68	344	2.56		12.34	
99	24 348.94	DN BUENA VISTA 4 78	349	2.50		12.27	
194	28 353.72	OGE MAW 4 21	354	2.44		12.20	
115	61 357.93	DN STEPHENS 5 26 MP362.92 W	358	f 2.39		f 12.14	
72	6 363.19	MILNER 4 86	363	2.31		12.06 AM	
247	106 368.05	DN McNEIL 5 21 Y*	368	S 2.25		S 11.59	
146	67 373.26	DN WALDO 3 57	373	f 2.16		f 11.49	
70	4 376.83	LUMBER 4 56	377	2.10		11.43	
110	18 381.39	D BUCKNER 3 81	381	2.04		11.37	
194	214 385.20	DN STAMPS L.&A. 4 48 Crossing	385	f 1.59		S 11.32	
121	Yd. 389.68	DN LEWISVILLE 0 57 X	390	f 1.53		S 11.24	A 10.55 PM
	390.25	SHREVEPORT JCT. 3 63 W-O-Y				11.14	L 10.45 PM
72	9 393.88	SPIRIT LAKE 3 75	395	1.46		11.09	
72	50 397.63	D GARLAND CITY 5 73	398	1.40		11.03	
71	403.36	McKINNEY 6 83	403	1.33		10.56	
71	34 410.19	DN GENOA 6 14	410	1.24		10.47	
236	416.33	GERTRUDE 2 82	416	1.16		10.40	
Yd.	Yd. 419.15	DN TEXARKANA YD. TYPWKO T.&P.K.C.S.O. 41T.&P. Crossing	419	L 1.11 67 PM		L 10.35 PM	
		TEXARKANA (152.43)		L 1.01 PM		L 10.25 PM	
		Average Speed Per Hour		6		2	202
		Schedule Time		86.83		35.68	3.42
				4.09		0.05	0.10

PINE BLUFF SUBDIVISION—Northward—Concluded

Capacity of Tracks In Care		Telegraph Calls	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	SECOND CLASS				THIRD CLASS		
Siding	Other				18 Freight	24 Freight	26 Freight	16 Freight	66 Local	68 Local	30 Mixed C.R.I.&P.R.R. No. 698
			DN PINE BLUFF SHOPS.....	267	A 10.30 AM	A 4.45 PM	A 10.20 PM	A 4.20 AM	A 12.45 PM		
		CB	Mo.P. 0.97 Crossing								
		YD	Mo.P. 1.10 Crossing	268							
			M. P. JUNCTION.....		10.15	4.30	10.10	4.10	12.30		
242		SY	DN SOUTH PINE BLUFF.....		10.10	4.27	10.05	4.05	12.25		
			4.90								
83	14		SORRELLS.....	274	9.59	4.17	9.55	3.55	f 12.12		
			4.34								
			FAITH.....	279	9.50	4.08	9.46	3.46	f 12.01 PM		
			1.84								
108		RN	D. RONE.....	280	9.46	4.04	9.42	3.42	11.55		
			2.82								
			KEDRON.....	283					f		
			1.16								
102			CABOOL.....	284	9.38	3.57	9.35	3.35	11.45		
			5.43								
110N	73	RX	DN RISON.....	290	9.27 65	3.44	9.24	3.24	s 11.30		
147S			7.26 MP294.91 W								
93	26		SALINE.....	297	9.13	3.26	9.09	3.09	f 10.55		
			2.73								
72	60	KD	D. KINGSLAND.....	300	9.07	3.20	9.03	3.03	s 10.50		
170S			C.R.I.&P. 7.61 Crossing								
128N	Yd.	FY	DN FORDYCE.....	307	8.53	3.00 17	8.40	2.40 1	s 10.30 65		
			5.57								
102	22		THORNTON.....	313	8.35	2.40 27	8.27	2.23	s 9.30		
			8.22								
166	70	BN	DN BEARDEN..... W*	321	8.19	2.24 5	8.14	2.10	s 9.10		
			3.74								
57	342		GRAVEL PIT..... Y	325	8.09	2.11	8.04	2.00	f 8.42		
			2.46								
147	57		EAGLE MILLS.....	327	8.04	2.06	7.59	1.54	f 8.35		
			1.54								
39	37	MS	DN SHUMAKER.....	329	8.01	2.03	7.56	1.51	f 8.32		
			3.24								
110	19		VAN DUZER.....	332	7.53 43	1.57	7.50	1.45	f 8.25		
			1.13								
		WA	D WARNER..... Y	333							
			C.R.I.&P. 1.61 Crossing								
		K	D KENT.....	335	7.45	1.52	7.45	1.40	f 8.20		A 5.10 AM
			2.37								
84	Yd.		NORTH CAMDEN..... X		7.40	1.47	7.40	1.35	8.15 43		L 5.00 AM
			0.36								
133		CD	DN CAMDEN..... W	338	7.39	1.46	7.39	1.34	L 8.00 AM	A 10.40 AM	
			Mo.P. 2.77 Crossing								
105	Yd.	HB	DN HERBERT..... Y-O	340	7.33 67	1.40	7.35	1.28		10.35	
			3.85								
55	10		FINN.....	344	7.26 19	1.32	7.27	1.20		f 10.25	
			4.68								
99	24	BI	DN BUENA VISTA.....	349	7.17	1.21	7.18	1.10		f 10.15	
			4.78								
194	28		OGEMAW.....	354	7.08	1.12	7.09	1.01		s 10.00	
			4.21								
115	61	HN	DN STEPHENS.....	358	7.00	1.03	7.00	12.52		s 9.45	
			5.26 MP362.92 W								
72	6		MILNER.....	363	6.50	12.52	6.50	12.41		f 9.25 67	
			4.86								
247	106	MN	DN McNEIL..... Y*	368	6.40	12.42	6.40	12.31		s 9.10 43	
			5.21								
146	67	BF	DN WALDO.....	373	6.30	12.31	6.29	12.20		s 8.22 19	
			3.57								
70	4		LUMBER.....	377	6.23	12.24	6.22	12.13		f 8.05	
			4.56								
110	18	CK	D BUCKNER.....	381	6.14	12.14	6.13	12.03 AM		s 7.55	
			3.81								
194	214	BU	DN STAMPS..... W*	385	6.09	12.06 PM	6.05	11.55		s 7.40	
			L & A. 4.48 Crossing								
121	Yd.	WV	DN LEWISVILLE..... X	390	6.00	11.56 67	5.55 17	11.45		s 7.20	
			0.57								
			SHREVEPORT JCT.....								
			3.63 W-O-Y								
72	9		SPIRIT LAKE.....	395	5.52	11.47	5.31	11.36		7.00	
			3.75								
72	50	GC	D GARLAND CITY.....	398	5.43	11.38	5.22	11.27		s 6.50	
			5.73								
71			McKINNEY.....	403	5.33 1	11.28	5.12	11.17		6.38	
			6.83								
71	34	G	DN GENOA.....	410	5.15	11.15 43	4.59 5	11.04		f 6.25	
			6.14								
236			GERTRUDE.....	416	5.05	11.05	4.35	10.55		6.10	
			2.82								
Yd.	Yd.	X	DN TEXARKANA YD.....	419	L 4.55 AM	L 10.55 AM	L 4.30 PM	L 10.45 PM		L 6.00 1 AM	
			T.P.K.C.S.0 41T.&P. Crossing								
			TEXARKANA								
			(152.43)								
			Average Speed Per Hour		18	24	26	16	66	68	30
			Schedule Time		27.22	26.06	27.22	27.22	14.58	17.47	14.22
					5.35	5.50	5.50	5.35	4.45	4.40	0.10

See pages 26 and 27 for Instructions pertaining to Pine Bluff Subdivision.

Northern Division

SHREVEPORT SUBDIVISION—Southward—Continued next page

Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS							
Sidings	Other				201 Passenger Lone Star	805 L. & A. No. 2 Passenger	807 L. & A. No. 3 Passenger	809 L. & A. No. 205 Passenger				
		STATIONS			Daily	Daily	Daily	Daily				
Yd.		389.68	DN...LEWISVILLE...YXO 0 57	300	L 5.15 AM							
Yd.		390.25	...SHREVEPORT JCT..W 4 45		5.20							
23		394.70	...KRESS CITY..... 3 55	K395	f 5.27							
	7	398.25	...PATTON..... 4 28	K398								
52	27	402.53	...CANFIELD..... 6 00	K403	f 5.39							
72	70	408.53	DN...BRADLEY..... 5 54	K409	s 5.50							
37	19	414.07	...ARKANA..... 5 27	K414	f 5.59							
38	36	419.34	...BOLINGER..... 2 84	K419	f 6.07							
73	63	422.18	D...PLAIN DEALING..... 8 35 M.P.426.68W	K422	s 6.14							
	25	430.53	...HUGHES..... 1 24	K430	f 6.27							
54	18	431.77	...ALDEN BRIDGE..... 5 26	K432	f 6.30							
73	34	437.03	DN...BENTON..... 2 40	K437	s 6.42							
	13	439.43	...WILLOW CHUTE..... 4 40	K439								
30		443.83	...VANCEVILLE..... 3 14	K444	f 6.52							
		446.97	...HONORE..... 1 61	K447								
		448.58	...BOSSIER JCT.....Y 0 49	K448	7.00							
		449.07	...L. & A. JCT..... IC Crossing L&A 1 12 Crossing		7.01		L 8.10 AM	L 4.26 PM				
Yd.	Yd.	450.19	...LOUISIANA JCT..... 0 48	K450	7.05	L 6.55 AM	8.15	4.31				
		450.67	...RED JCT..... 0 40									
		451.07	...SILVER LAKE JCT..... 0 59 TWXO		7.08	A 6.58 AM	A 8.20 AM	A 4.35 PM				
		451.66	DN SHREVEPORT YD..... 0 35	K452	f 7.10 ¹⁴							
		452.01	...SPRING STREET JCT... 0 91		7.13							
		452.92	D...SHREVEPORT. (Union Sta.)		A 7.20 AM							
		(63.24)			Daily	Daily	Daily	Daily				
					201	805	807	809				
			...Average Speed Per Hour..		30.35	17.80	12.00	13.33				
			...Schedule Time..		2.05	0.03	0.10	0.09				

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION

K 1. Northward Trains are Superior to Southward Trains of the same class.

Outside of automatic block signal territory, trains handled by diesel road engines must be blocked 15 minutes behind other trains.

K 2. Between Spring Str. Jct. and Shreveport Union Station Trains 201 and 202 will route via and be governed by current Time Table, Rules and Regulations of Ill. Cent.-K. C. S. & Gulf Term'l R. R.

K 3. Automatic Block Signal Rules 281 to 292-A, inclusive, and 505 to 519, inclusive, except Rule 509 (b), in The Uniform Code of Operating Rules are in effect between L. & A. Junction, M. P. K-449.07, and Silver Lake Junction, M. P. K-451.07.

In addition to the Rules herein designated, Interlocking Rules 605, and 661 to 672, inclusive, in The Uniform Code of Operating Rules and Rule 201 Special Instructions No. 6 govern train and engine movements through Interlocking limits and over Y. & M. V. Railroad Crossing at M. P. K-449.44.

K 4. All trains (including first-class) and Engines will run at restricted speed at all times between Silver Lake Junction Mile Post K-451.07 and L. & A. Jct. Mile Post K-449.07, and between Silver Lake Jct. M. P. K-451.07 and Spring Street Jct. M. P. K-452.01.

Inferior trains and engines will clear schedules of first-class trains as prescribed by the rules, but may proceed at restricted speed when a first-class train is 10 minutes overdue. Inferior trains and engines will give way promptly and clear main track immediately on approach of superior trains.

K 5. All Trains and engines must approach the Junctions of the L. & A. R. R. at M. P. K-449.07, M. P. K-450.19, M. P. K-450.67, M. P. K-451.07, M. P. K-451.09 and Spring Str. Jct., M. P. K-452.01 at restricted speed and know that the junction switches are properly set and the way clear before proceeding.

K 6. Within city limits of Shreveport, following instructions will govern sounding of engine bell and whistle:

Bell will be started ringing as engine approaches Road Crossing Sign, and continue until engine passes over crossing. Bell will be sounded also as a warning to persons on or near the track at other points, as may be required.

Whistle will not be sounded for any crossing, or at other points, except in an emergency, where persons or vehicles are on or near crossing or track, and apparently are unaware of approaching train or engine.

In addition to sounding engine whistle, as prescribed, to prevent a serious crossing or other accident, whistle will be sounded where safety of trains or passengers are involved, in observance of Rules 14 (c), 14 (d), 14 (e) and 14 (k), and when answering latter signal.

Good judgment must be used in sounding whistle in Shreveport, and avoid sounding of greater intensity and duration than is absolutely necessary.

K 7. Draw Bridges:

Red River No. 97, location M. P. K-450.46.

(Continued on page 17)

SHREVEPORT SUBDIVISION—Southward—Concluded

Capacity of Tracks in Cars		Telegraph Calls		TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers		SECOND CLASS			THIRD CLASS					
								215	243	217	255	885	887	889	891	
								Fast Freight	Fast Freight	Fast Freight	Local	L. & A. No. 17 Freight	L. & A. No. 38 Freight	L. & A. No. 42 Freight	L. & A. No. 89 Freight	
Sidings	Other	STATIONS		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily					
Yd.	Yd.	WV	DN	LEWISVILLE	YXO	390	L	3.00 AM	L 12.20 PM	L 6.00 PM	L 12.30 PM					
				SHREVEPORT JCT.	W			3.05	12.25	6.05	f 12.35					
23				KRESS CITY		K395		3.15	12.35	6.15	f 12.47					
	7			PATTON		K398					f					
52	27			CANFIELD		K403		3.32	12.52	6.32	f 1.05					
72	70	RY	DN	BRADLEY		K409		3.45	1.05	6.45	f 1.20					
37	19			ARKANA		K414		3.57	1.17	6.57	f 1.40					
38	36			BOLINGER		K419		4.08	1.28	7.08	f 1.55					
73	63	DG	D	PLAIN DEALING		K422		4.14	1.34	7.14	f 2.30					
	25			HUGHES		K430										
54	18			ALDEN BRIDGE		K432		4.34	1.54	7.34	f 3.00					
73	34	BO	DN	BENTON		K437		4.45	2.05	7.45	f 3.30 ²¹⁶					
	13			WILLOW CHUTE		K439					f					
30				VANCEVILLE		K444		4.57	2.17	7.57	f 3.49					
				HONORE		K447										
				BOSSIER JCT.	Y	K448		5.08	2.28	8.08	3.59					
				L. & A. JCT.				5.09	2.29	8.09	4.00	L 12.30 AM				L 1.51 PM
Yd.	Yd.			LOUISIANA JCT.		K450		5.20	2.40	8.20	4.05	12.35	L 7.55 AM	L 12.40 PM	1.56	
				RED JCT.												
				SILVER LAKE JCT.				5.27	2.47	8.30	4.10	A 12.40 AM	A 8.00 ²⁵⁴ AM	A 12.45 PM	A 2.00 PM	
		SP	DN	SHREVEPORT YD.		K452	A	5.40 AM	3.00 ²¹⁶ PM	9.00 ²⁰² PM	A 4.15 PM					
				SPRING STREET JCT.												
		SR	D	SHREVEPORT (Union Sta.)												
				(63.24)				Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily	
								215	243	217	255	885	887	889	891	
				Average Speed Per Hour..				23.24	23.24	20.66	16.53	12.00	10.68	10.68	13.33	
				Schedule Time.....				2.40	2.40	3.00	3.45	0.10	0.05	0.05	0.09	

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION

K 8. All trains must approach draw bridge No. 97 over Red River, Mile Post K-450.46, between Red Junction and Louisiana Junction at restricted speed expecting to find draw open, and stop unless the way is known to be clear. Red River Bridge No. 97, Mile Post K-450.46, will not clear man on top of car.

K 9. All trains must run at restricted speed between South Wye Switch at Shreveport Junction and North Switch at Lewisville, expecting to find main track occupied.

K 10. Normal position of tail of Wye switches:

Switch at tail of Wye at Shreveport Junction on Shreveport Subdivision will be set for north leg of Wye.

K 11. Business Tracks not shown as stations on Time Table:

Antrim.....M. P. 424.19.....Capacity 15 cars.
 Cart.....M. P. 446.11.....Capacity 3 cars.
 Fordel.....M. P. 447.80.....Capacity 18 cars.

K 12. Nos. 254 and 255 are permitted to carry passengers between Arkana and Lewisville.

K 13. At Lewisville, No. 201 will wait for No. 1 and No. 2 will wait for No. 202 unless otherwise instructed.

K 14. No Train Order signal maintained at Shreveport Yard and all departing trains will secure a Clearance (Form 3143) at such station.

K 15. Spring Switches:

L. & A. Junction, M. P. K-449.07, and Louisiana Jct. M. P. K-450.19, normal position for St. L. S. W. main track movements be governed by Bulletin No. 4, dated Jan. 20, and Bulletin No. 5, dated Jan. 22, 1945.

(Continued page 18)

Shreveport Subdivision

L-0 (670), L-1 (800) and M-1 (680) class engines must not be operated on following tracks, neither will they be operated on tracks laid with lighter than 75# rail.

Patton —Spur.

Plain Dealing —Team track Nos. 1 and 2.
 Gin Spur.

Alden Bridge —House track, OK to double to House track.

Bossier City —All tracks in Bossier City (except may operate on North leg of Wye, and on Rack tracks Nos. 1, 2 and 3.)

When necessary to pick up or set out on the above tracks hold on to sufficient number cars.

Shreveport Yard —North end of No. 11 Track.

T&P Ardis Track.

Pit Track

All tracks between Yard Office and Freight Office except Lead Track; Main Track and RUN-Around Track.

And must not be operated on business tracks not shown as stations.

SHREVEPORT SUBDIVISION—Northward—Continued next page

Capacity of Tracks In Cars		Distance from Birth Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	FIRST CLASS							
Sidings	Other				202 Passenger Lone Star	806 L. & A. No. 208 Passenger	808 L. & A. No. 4 Passenger	810 L. & A. No. 1 Passenger				
		STATIONS		Daily		Daily		Daily		Daily		
Yd.		389.68	DN...LEWISVILLE...YXO 0 57	390	A 10.55 PM							
Yd.	Yd.	390.25	SHREVEPORT JCT. W 4 45		10.45							
23		394.70	KRESS CITY 3 55	K395	f 10.38							
	7	398.25	PATTON 4 28	K398								
52	27	402.53	CANFIELD 6 00	K403	f 10.26							
72	70	408.53	DN...BRADLEY 5 54	K409	s 10.17							
37	19	414.07	ARKANA 5 27	K414	f 10.07							
38	36	419.34	BOLINGER 2 84	K419	f 9.59							
73	63	422.18	D...PLAIN DEALING 8.35 M.P. 426.68W	K422	s 9.54							
	25	430.53	HUGHES 1 24	K430	f 9.40							
54	18	431.77	ALDEN BRIDGE 5 26	K432	f 9.37							
73	34	437.03	DN...BENTON 2 40	K437	s 9.28							
	13	439.43	WILLOW CHUTE 4 40	K439								
30		443.83	VANCEVILLE 3 14	K444	f 9.17							
		446.97	HONORE 1 01	K447								
		448.58	BOSSIER JCT...Y 0 49	K448	9.10							
		449.07	L. & A. JCT. IC Crossing		9.09	A 2.16 PM	A 5.50 PM					
Yd.	Yd.	450.19	L&A 1.12 Crossing LOUISIANA JCT...	K450	9.05	2.11	5.44	A 11.35 PM				
		450.67	RED JCT. 0 48									
		451.07	SILVER LAKE JCT. 0 40		9.02	L 2.08 PM	L 5.40 PM	L 11.32 PM				
		451.66	DN SHREVEPORT YD. 0 59 TWXO	K452	f 9.00 ²¹⁷							
		452.01	SPRING STREET JCT. 0 35		8.57							
		452.92	D.SHREVEPORT (Union Sta.) 0 91		L 8.50 PM							
		(63.24)			Daily	Daily	Daily	Daily				
					202	806	808	810				
			Average Speed Per Hour..		30.35	15.00	12.00	17.80				
			Schedule Time.....		2.05	0.08	0.10	0.03				

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION—Concluded

K 16. Ordinance No. 292 of the town of Bossier City, La., dated May 5th, 1942, permits all trains and engines to be operated at a speed NOT EXCEEDING FIVE (5) MILES PER HOUR over all paved street and highway crossings which are not protected by a standard system of signal lights or bells, crossing watchman, or crossing gates. WHERE FLASHING LIGHT CROSSING PROTECTION IS MAINTAINED ALL TRAINS AND ENGINES MAY BE OPERATED OVER SUCH CROSSING AT A SPEED NOT EXCEEDING FIFTEEN (15) MILES PER HOUR.

The paved streets and highways at Bossier City, La., on St. L. S. W. Ry. are as follows: Barksdale Boulevard crosses SSW main track 500 ft. north of MP K-450, also crosses Grease Plant Spur. Minden Highway crosses main track 100 ft. south of MP K-449 near L. & A. Jct., also crosses the old main track. ALL OF THE ABOVE PAVED STREET CROSSINGS EXCEPT WHERE MINDEN HIGHWAY CROSSES OLD MAIN TRACK ARE PROTECTED BY FLASHING LIGHT SIGNALS.

Should a train or engine foul the approach circuit and not make a move over the crossing before the expiration of two and one half minutes, the crossing must be protected by flagman.

Rules 14-(1) and 30 of the Uniform Code of Operating Rules are modified as pertains to ringing bell and sounding locomotive whistle in the town of Bossier City, La., in order to comply with an ordinance of that town, which prescribes Highway crossing whistle must be started at a distance not to exceed two hundred (200) feet before reaching highway crossing and Bell will be rung starting at a point three hundred (300) yards before reaching the crossing.

If any prosecutions are made and fines assessed, those guilty will be required to pay the fines and costs.

See page 19, Louisiana Railroad Commission Flagging Rules.

See page 17, for restriction L-O (670) L-1 (800) and M-1 (680) Class Engines Shreveport Subdivision.

SHREVEPORT SUBDIVISION—Northward—Concluded

Capacity of Tracks In Cars		Telegraph Calls	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	SECOND CLASS			THIRD CLASS				
					214 Fast Freight	216 Fast Freight	218 Fast Freight	254 Local	884 L. & A. No. 39 Freight	886 L. & A. No. 18 Freight	888 L. & A. No. 77 Freight	890 L. & A. No. 68 Freight
Sidings	Other		STATIONS		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
Yd.	Yd.	WV	DN. LEWISVILLE.. YXO 0 57	390	A 9.35 AM	A 5.25 PM	A 1.25 AM	A 10.50 AM				
			SHREVEPORT JCT. W 4 45		9.28	5.18	1.18	10.47				
23			KRESS CITY..... 3 55	K395	9.18	5.08	1.08	f 10.30				
	7		PATTON..... 4 28	K398				f				
52	27		CANFIELD..... 6 00	K403	9.01	4.51	12.51	f 10.10				
72	70	RY	DN. BRADLEY..... 5 54	K409	8.48	4.38	12.38	f 9.56				
37	19		ARKANA..... 5 27	K414	8.36	4.26	12.26	f 9.45				
38	36		BOLINGER..... 2 84	K419	8.25	4.15	12.15	f 9.33				
72	63	DG	D. PLAIN DEALING..... 8 35 M.P. 425.63W	K422	8.19	4.09	12.09 AM	f 9.25				
	25		HUGHES..... 1 24	K430								
54	18		ALDEN BRIDGE..... 5 26	K432	7.59	3.49	11.49	f 8.55				
73	24	BO	DN. BENTON..... 2 40	K437	7.49	3.39 255	11.39	f 8.43				
	18		WILLOW CHUTE..... 4 40	K439				f 8.34				
30			VANCEVILLE..... 3 14	K444	7.37	3.27	11.27	f 8.24				
			HONORE..... 1 61	K447								
			BOSSIER JCT..... Y 0 49	K448	7.26	3.16	11.16	8.13				
			L. & A. JCT..... 0 49		7.25	3.15	11.15	8.12		A 9.15 AM		A 10.15 PM
Yd.	Yd.		IC L&A LOUISIANA JCT..... 0 48	K450	7.17	3.07	11.07	8.04	A 2.38 AM	9.10	A 6.08 PM	10.10
			RED JCT..... 0 40									
			SILVER LAKE JCT..... 0 59 TWXO		7.13	3.03	11.03	8.00 887	L 2.33 AM	L 9.05 AM	L 6.03 PM	L 10.05 PM
		SP	DN SHREVEPORT YD..... 0 35	K452	L 7.10 297 AM	L 3.00 243 PM	L 11.00 PM	L 7.55 AM				
			SPRING STREET JCT... 0 91									
		SR	D. SHREVEPORT (Union Sta.)									
			(63.24)		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
					214	216	218	254	884	886	888	890
			Average Speed Per Hour..		25.65	25.65	25.65	21.25	10.68	12.00	10.68	12.00
			Schedule Time.....		2.25	2.25	2.25	2.55	0.05	0.10	0.05	0.10

Louisiana Railroad Commission Flagging Rules

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakemen. If the front brakeman is not available the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged, the engine-man must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and engine-man must stop and let him off at the first switch.

Above rule to be applied for the protection of trains within the State of Louisiana in addition to General Rule 99.

Southward—BLYTHEVILLE SUBDIVISION—Northward

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE		Station Numbers	Telegraph Calls	SECOND CLASS		
389 Mixed		Sidings	Other		No. 1 Effective MARCH 4, 1945				390 Mixed		
Daily Except Sunday						STATIONS		Daily Except Sunday			
L	7.00 AM	Yd.	Yd.	103.63	DN.....	PARAGOULD.....	CWYX	104	PR	A	9.45 AM
		Yd.	Yd.	103.00	.....	BLYTHEVILLE JCT.....	O				
f	7.20		14	108.92	.....	BARD.....		P108		f	9.22
f	7.25		2	110.38	.....	BRIGHTON.....		P110		f	9.17
s	7.40	51	65	114.17	D.....	CARDWELL.....		P114	RA	s	9.02
s	7.50	50	56	117.18	D.....	ARBYRD.....		P117	BA	s	8.50
f	8.00	14	8	120.20	.....	HOLLYWOOD.....		P120		f	8.40
				123.76	.....	LEACHVILLE JCT.....					
s	8.30 ³⁹⁰	Yd.	Yd.	124.44	D.....	HORNERSVILLE.....	WY	P124	RS	s	8.30 ³⁸⁹
	8.35			125.83	.....	HORNERSVILLE JCT.....					7.55
f	9.05		23	135.22	.....	GOSNELL.....		P135		f	7.25
f	9.09	44	132	136.17	.....	STRINGER.....		P136		f	7.21
				138.40	.....	St. L. S. W. JCT.....					
	9.25			139.10	.....	St.L.S.W. CHICKASAWBA.....	Crossing	P139			7.08
A	9.30 AM	Yd.	Yd.	140.12	D.....	St.L.S.F. BLYTHEVILLE.....	XWYO	P140	BY	L	7.00 AM
				140.33	.....	END OF TRACK.....					
	Daily Except Sunday					(37.96)				Daily Except Sunday	
	389									390	
	15.10					Average Speed Per Hour.....				13.73	
	2.30					Schedule Time.....				2.45	

INSTRUCTIONS PERTAINING TO BLYTHEVILLE SUBDIVISION

D 1. Northward Trains are superior to Southward trains of the same class, except 389 is superior to 390.

Trains must run at restricted speed between Paragould and Blytheville Junction, expecting to find main track occupied by trains of Illmo Subdivision.

D 2. Capacity in cars of tail tracks to wyes.

Location.	Mile Post.	Capacity in Cars.
Blytheville Jct.	P-103	45
Chickasawba	P-140.12	9

D 3. Freight trains permitted to carry passengers: No. 389 and No. 390.

D 4. Trains will stop on signal at stations not shown on face of time table as follows:

NAME	Mile Post	Train Nos.
Callahan.....	P-131.70	389-390
Calumet.....	P-133.62	389-390

D 5. At Blytheville, schedule will be assumed by crew assigned to or ordered for Train.

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers	Telegraph Calls	SECOND CLASS	
161	159	Sidings	Other		STATIONS	160			162	
Local	Mixed					Mixed			Local	
Daily	Tues. Thurs Sat.				Mon. Wed. Fri.	Daily				
L 12.15 AM	L 7.20 AM	39	Yd.	5.51	.....	END OF TRACK				
12.48	f 7.50	41	17	14.17	D.....	WYATT..... T	6	WY	A 11.35 AM	A 9.15 AM
1.06	s 8.25 ¹⁶²	61	32	18.58	D.....	EAST PRAIRIE..... W	14		f 11.05	8.43
1.32	f 8.45			25.10	.....	HENDERSON MOUND.....	19	HD	s 10.50	8.25 ¹⁵⁹
1.42	f 8.53	NS		27.54	.....	FARRENBURG.....	25		f 10.11	7.45
1.50	f 9.00	39		29.58	.....	LA FORGE.....	28		f 10.03	7.34
1.57	f 9.08		5	31.35	.....	RISTINE.....	30		f 9.56	7.25
2.18	s 9.25			38.63	.....	St.L.S.F. LILBOURN..... Crossing WY	31		f 9.50	7.17
2.39	f 10.40	30		41.93	D.....	CATRON..... WY	37	DI	s 9.30	6.55
2.52	f 11.07		15	45.16	.....	COMO.....	42		f 7.55	6.27
3.06	s 11.25	25		48.49	.....	PARMA.....	45		f 7.45	6.12
3.15	f 11.33	30	3	50.80	D.....	St.L.S.F. LORWOOD..... Crossing	49	MA	s 7.35	5.57
3.31	f 11.45	NS	3	54.63	.....	BROADWATER.....	51		f 7.22	5.47
A 3.50 AM	A 11.55 AM		Yd.	57.27	.....	MALDEN JCT.....	55		f 7.10	5.30
Daily	Tues. Thurs Sat.			57.92	DN.....	MALDEN..... CWYX	58	MD	L 7.00 AM	L 5.15 AM
161	159			(52.41)					Mon. Wed. Fri.	Daily
14.51	16.00								160	162
3.35	3.20					Average Speed Per Hour.....			16.00	13.00
						Schedule Time.....			3.20	4.00

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945		Station Numbers	Telegraph Calls	SECOND CLASS	
263	261	Sidings	Other		STATIONS	262			264	
Mixed	Mixed					Mixed			Mixed	
Tues. Thurs Sat.	Mon. Wed. Fri.				Mon. Wed. Fri.	Tues. Thurs Sat.				
L 10.05 AM	L 8.55 AM			58	42.13	D.....	A42	MR	A 8.45 AM	A 9.55 AM
A 10.25 AM	A 9.15 AM	20		30	36.63	St.L.S.F. LILBOURN..... Crossing WY	37	DI	L 8.15 AM	L 9.25 AM
Tues. Thurs Sat.	Mon. Wed. Fri.				(5.50)				Mon. Wed. Fri.	Tues. Thurs Sat.
263	261								262	264
16.50	16.50					Average Speed Per Hour.....			11.00	11.00
0.20	0.20					Schedule Time.....			0.30	0.30

Instructions New Madrid Subdivision

C 1. Northward Trains are superior to Southward trains of the same class.

C 2. All trains will approach and pass over crossing Highway 61 at MP A-41.45 north of New Madrid, at Restricted Speed.

C 3. Freight trains permitted to carry passengers: Nos. 261, 262, 263 and 264.

C 4. At Lilbourn and New Madrid, schedules will be assumed by crew assigned to or ordered for Train.

Instructions Birds Point Subdivision

B 1. Northward Trains are superior to Southward trains of the same class, except No. 159 is superior to No. 162 between Wyatt and East Prairie, No. 161 is superior to Nos. 160 and 162 between Wyatt and Malden.

B 4. All trains will approach and pass over crossing Highway 61 at MP 31.49, south of Ristine, at Restricted Speed.

Instructions Birds Point Subdivision—Cont.

B 5. All trains will approach and pass Lilbourn at restricted speed, expecting to find main track occupied by trains of New Madrid Subdivision.

B 6. All trains will stop when going in either direction at the junction in Malden Yard, where Birds Point Subdivision intersects Illmo Subdivision and not proceed until it is known that track is clear.

B 7. Freight trains permitted to carry passengers: Nos. 159 and 160.

B 8. At Wyatt, schedules will be assumed by crew assigned to or ordered for train.

B 9. Business Tracks not shown as stations.

Name	Milepost	Capacity in Cars
Coulter	8.13	5

Southward—MEMPHIS SUBDIVISION—Northward

		SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE		Station Numbers	Telegraph Calls	SECOND CLASS	
		295	293	Siding	Other		No. 1				294	296
		Mixed	Mixed				Effective				Mixed	Mixed
		Tues., Thurs., Sat.	Mon., Wed., Fri.			MARCH 4, 1945		Tues., Thurs., Sat.	Mon., Wed., Fri.			
STATIONS												
		L 6.30 AM		Yd.	Yd.	57.92	DN.....	MALDEN.....	COWYX	58	MD	A 1.10 PM
						57.27	.....	MALDEN JCT.....				
		f 7.05		37	58	65.41	St.L.S.F.-G.&A	8.14	Crossing	W65	GN	f 12.35
		f 7.30		37	12	71.66	D.....	GIDEON.....		W72		f 12.05 PM
		f 7.55		37	5	78.87	.....	PEACH ORCHARD.....		W79		f 11.35
		f 8.10			26	81.23	St.L.-S.F.	2.36	Crossing	W81		f 11.25
		S { 8.25				84.62	.....	BAKERSVILLE.....				S { 11.10
		f 11.50		Yd.	Yd.	84.62	.....	DEERING JCT.....	Y			S { 8.05
		f 12.20 PM		37	10	93.38	.....	RIVES.....		W93		f 7.35
						99.04	.....	HORNERSVILLE JCT.....				7.05
		L 7.00 AM	A 12.55 PM	Yd.	Yd.	100.44	D.....	HORNERSVILLE.....	OWY	P124	RS	L 7.00 AM
						101.12	.....	LEACHVILLE JCT.....	Y			A 9.45 AM
		f 7.11		37		105.85	.....	KRAPF.....		W106		f 9.30
		s 7.35		26	104	111.53	St.L.-S.F.	0.43	Crossing	W112	VI	s 9.10
		f 7.45			8	115.34	D.....	LEACHVILLE.....	W	W115		f 8.30
		f 8.00		18		121.54	.....	CARMIL.....		W122		f 8.05
		s 8.20				124.56	D.....	HANCOCK.....		W125	CY	s 7.55
		f 8.25		Yd.	Yd.	124.82	.....	CARAWAY.....	YWO			7.50
		f 8.55			20	134.11	.....	CARAWAY JCT.....		W134		f 7.20
		A 9.45 AM		Yd.	Yd.	140.07	St.L.-S.F.	5.96	Crossing	W140	MN	L 7.00 AM
				14	10	148.01	D.....	TRUMANN.....	COWX	W148		
					16	156.84	.....	McCORMICK.....		W157		
				18	8	160.49	.....	STEWART.....		W161		
				Yd.	Yd.	171.44	.....	TURNEY.....	W	W172	UM	
						171.79	.....	McDONALD.....	Y			
							.....	JCT. WITH MO. PAC.				
							.....	MEMPHIS.....				
		Tues., Thurs., Sat.	Mon., Wed., Fri.					114.52				Tues., Thurs., Sat.
		295	293									294
		14.41	14.17									13.79
		2.45	3.00									3.05
								Average Speed Per Hour				14.41
								Schedule Time				2.45

INSTRUCTIONS PERTAINING TO MEMPHIS SUBDIVISION

M 1. Northward Trains are superior to Southward trains of the same class.

M 2. Freight Trains permitted to carry passengers: Nos. 293, 294, 295 and 296.

M 3. Trains will stop on signal at stations not shown on face of time table as follows:

NAME	Mile Post	Train Nos.
Gobler.....	W-88.10	293-294
Gibbons.....	W-90.09	293-294

M 4. At Hornersville and Trumann, schedules will be assumed by crew assigned to or ordered for train.

M 5. All Trains must approach and pass Deering Jct., Hornersville Jct., Leachville Jct., and Caraway Jct., at restricted speed, expecting to find Main Track occupied by trains of other Subdivisions.

Northern Division

M 6. Memphis Subdivision Trains arriving Malden must not proceed from the junction in Malden Yard where the Memphis Subdivision intersects Birds Point Subdivision until it is known that track is clear.

M 7. Normal position of Switches.

The switches at intersection between Memphis Subdivision and Birds Point Subdivision, Malden Yard, must be left set for Trains of Birds Point Subdivision.

The Switch at north and south leg of Wye at Deering Jct. must be left set for trains of Memphis Subdivision.

East Wye switch at Deering Jct. must be left set for south leg of Wye.

The switches at intersections between Memphis Subdivision and Blytheville Subdivision at Hornersville Junction and Leachville Junction must be left set for trains of Blytheville Subdivision.

The switch at intersection between Memphis Subdivision and Rivervale Subdivision at Caraway Junction must be left set for trains of Memphis Subdivision.

M 8. Business Tracks not shown as Stations:

"See page 23"

CARUTHERSVILLE SUBDIVISION

Southward			Northward				
THIRD CLASS	Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	Telegraph Calls	THIRD CLASS
	291 Local	Sidings						Other	292 Local
Daily Except Sunday							Daily Except Sunday
STATIONS							
			99.01	END OF TRACK			
L 10.15 AM	Yd.		98.04	St.L.-S.F. 0 97 Crossing D CARUTHERSVILLE W	R98	CH	A 9.30 AM
f 10.45		30	88.64	St.L.-S.F. 9 40 Crossing BRAGGADOCIO	R89		f 8.50
s 11.00			85.61	D.....DEERING.....W	R86	DR	s 8.35
A 11.10 AM	Yd.	Yd.	84.62	1 40.....DEERING JCT....Y			L 8.25 AM
Daily Except Sunday							Daily Except Sunday
291				14.89			292
15.08				Average Speed Per Hour			12.85
0.55				Schedule Time			1.05

RIVERVALE SUBDIVISION

Southward			Northward				
THIRD CLASS	Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	Station Numbers	Telegraph Calls	THIRD CLASS
	991 Local	Sidings						Other	992 Local
Mon., Wed., Fri.							Mon., Wed., Fri.
STATIONS							
L 7.50 AM	Yd.	Yd.	124.56	D.....CARAWAY.....	W125	CY	A 9.00 AM
A 8.25 ⁹⁹²		20	124.82	0 26.....CARAWAY JCT.YWO			L 8.25 ⁹⁹¹
			130.81	5 99.....RIVERVALE.....	H130		
			130.86	0 05.....END OF TRACK.....			
Mon., Wed., Fri.				6.04			Mon., Wed., Fri.
991							992
10.27				Average Speed Per Hour			10.27
0.35				Schedule Time			0.35

J 21. (Pine Bluff Subdivision) Business Tracks not shown as stations:
—From Page 27—

NAME	Mile Post	Capacity In Cars
Allwood.....	276.56	10
Sturmill.....	304.93	6
Little Bay.....	315.56	27
Whittaker.....	360.80	17
Apalco.....	382.84	67
Barnsdall.....	388.24	40
Artex.....	405.30	10

INSTRUCTIONS PERTAINING TO CARUTHERSVILLE SUBDIVISION

- N 1. Northward Trains are superior to Southward Trains of the same class.
- N 2. At Deering Jct. and Caruthersville schedules will be assumed by crew assigned to or ordered for train.
- N 3. All trains must approach Deering Jct. at restricted speed, expecting to find main track occupied by trains of Memphis Subdivision.
- N 4. All trains will approach and pass over crossing Highway 61 at MP R-92.90, at restricted speed.
- N 5. Normal position of Wye switches:
North and South Wye switch at Deering Jct. must be left set for trains of Memphis Subdivision.
East Wye switch at Deering Jct. must be left set for south leg of the Wye.
- N 6. Freight trains permitted to carry passengers—Nos. 291 and 292.

INSTRUCTIONS PERTAINING TO RIVERVALE SUBDIVISION

- S 1. Northward Trains are superior to Southward Trains of the same class. Except 991 is superior to 992.
- S 2. At Caraway Jct., and Rivervale, schedules will be assumed by crew assigned to or ordered for train.
- S 3. All trains must approach Caraway Jct., at restricted speed, expecting to find main track occupied by trains of Memphis Subdivision.
- S 4. The switch at intersection between Rivervale Subdivision and Memphis Subdivision at Caraway Jct., must be left set for trains of the Memphis Subdivision.
- S 5. Freight trains permitted to carry passengers—Nos. 991 and 992.

M 8. (Memphis Subdivision) Business Tracks not shown as stations:
—From Page 22—

NAME	Mile Post	Capacity in Cars
Gobler.....	W— 88.10	4
Gibbons.....	W— 90.09	2
Evorge.....	W—103.83	7
Rington.....	W—106.19	8
Walters.....	W—116.02	11
Vail.....	W—119.33	11
Deglow.....	W—127.17	11
Sandy.....	W—131.50	6
Weona.....	W—152.03	2
Colton.....	W—164.84	5
Merck.....	W—168.34	3

A 11. (Illmo Subdivision) Business Tracks not shown as Stations:
—From Page 3—

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Painton.....	I-25.22	14	Townley.....	I-63.41	25
Hilpit.....	I-47.05	29	Airscale.....	I-64.19	189

E 16. (Jonesboro Subdivision) Business Tracks not shown as stations:
—From Page 3—

NAME	M. P	Capacity	NAME	M. P.	Capacity
Laird.....	127.39	60	Hilleman....	181.44	8
Brainerd....	140.77	7	Piercilla....	196.65	8
Pittinger....	158.71	3	Bayless.....	203.73	4
Penrose.....	176.34	32	Woods Spur .	211.79	17

Southward—LITTLE ROCK SUBDIVISION—Northward

SECOND CLASS			Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	STATIONS	Station Numbers	Telegraph Calls	SECOND CLASS		
	567 Local	568 Local	Sidings	Other						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
					256.97	.....ENGLAND JUNCTION.....						
	L 12.10 PM		26	102	256.07	DN.....ALTHEIMER.....Y	256	AU	A	9.30 AM		
	f 12.19			7	259.80	.....3 73						
	f 12.31		53	28	263.73	.....ELLISON.....	N260		f	9.16		
	f 12.42				267.17	.....3 93						
	f 12.48		37		267.17	.....SHERRILL.....	N264		f	9.05		
	s 1.10				267.17	.....3 44						
	f 1.23			8	268.92	.....TUCKER.....	N267		f	8.51		
	f 1.36				274.95	.....FERDA.....	N269		f	8.45		
	f 1.46		22		274.95	D.....ENGLAND.....YW	N275	J	s	8.30		
	f 2.10				279.63	.....4 68						
	A 2.15 PM			26	279.63	.....KEO.....	N280		f	7.50		
	Daily Except Sunday				284.19	.....4 56						
	567			63	284.19	.....TOLTEC.....	N284		f	7.38		
	20.59				287.75	.....3 56						
	2.05			50	287.75	.....SCOTT.....	N288		f	7.28		
					295.94	.....8 19						
					297.76	.....ROSE CITY.....	N296		f	7.05		
					297.76	DN.....N. LITTLE ROCK Yd.....	N298	AY	L	7.00 AM		
					298.96	.....1 82						
					298.96	D.....N. LITTLE ROCK.....	N299	GN	Daily Except Sunday			
						.....1 20 TWCXO						
						.....(42.89)						
						.....Average Speed Per Hour.....				568		
						.....Schedule Time.....				16.68		
										2.80		

INSTRUCTIONS PERTAINING TO LITTLE ROCK SUBDIVISION

F 1. Northward trains are superior to Southward trains of the same class.

F 2. All trains must approach Altheimer and England Jct., at restricted speed expecting to find main track occupied by trains of Jonesboro Subdivision.

F 3. Freight trains permitted to carry passengers: Nos. 567, 568.

F 4. The switch of tail of Wye at Altheimer will be left lined for Route last used.

F 5. The following overhead Bridges in North Little Rock will not clear man on top of car:

C. R. I. & P. Bridge M. P. "N" 298.33.

Mo. Pac. Bridge M. P. "N" 298.75.

Main Street Bridge M. P. "N" 298.94.

Broadway Bridge M. P. "N" 299.21

F 6. At North Little Rock Yard schedules will be assumed by crew assigned to or ordered for train.

Southward—STUTT GART SUBDIVISION—Northward

SECOND CLASS			Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 1 Effective MARCH 4, 1945	STATIONS	Station Numbers	Telegraph Calls	SECOND CLASS		
	463 Mixed	464 Mixed	Sidings	Other						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
					233.31	DN.....STUTT GART...YWCXO	233	Z	A	1.40 PM		
	L 8.15 AM		Yd.	Yd.	233.31	R.I.S.&S. 6 68 Crossing						
	f 8.35		62		239.99	.....GROVES.....	M240		f	1.20		
	f 8.45				241.92	.....1 93						
	f 8.55		11		241.92	.....HOLDRIDGE.....	M242		f	1.10		
	f 9.05				244.78	.....2 36						
	f 9.15		19		244.78	.....ALMYRA.....	M245		f	1.01		
	f 9.25				246.97	.....2 19						
	s 9.50		12		246.97	.....KITTLERS.....	M247		f	12.50		
	f 10.10				249.62	.....2 65						
	A 10.45 AM		16		249.62	.....OLENA.....	M250		f	12.40		
	Daily Except Sunday				252.35	.....2 73						
	463		12		252.35	.....BURKS.....	M252		f	12.30		
	13.80				255.73	.....3 38						
	2.30		36	142	255.73	D.....DEWITT.....W	M256	DE	s	12.05 PM		
					261.33	.....5 60						
					267.82	.....MAYVIEW.....	M261		f	11.40		
					267.82	D.....GILLETT.....Y	M268	GI	L	11.05 AM		
						.....(34.51)						
						.....Average Speed Per Hour.....				Daily Except Sunday		
						.....Schedule Time.....				464		
										13.36		
										2.85		

INSTRUCTIONS PERTAINING TO STUTT GART SUBDIVISION

G 1. Northward trains are superior to Southward trains of the same class, except No. 463 is superior to No. 464 between Stuttgart and DeWitt.

G 2. Freight trains permitted to carry passengers: Nos. 463, 464.

G 3. All trains must approach Stuttgart at restricted speed expecting to find main track occupied by trains of Jonesboro Subdivision.

G 4. At Gillett, schedules will be assumed by crew assigned to or ordered for train.

G 5. Capacity in cars tail track, wye at Gillett, 12 cars.

G 6. Business tracks not shown as stations:

Name	Mile Post	Capacity In Cars
Ricusky	M-235.34	12
Yoder	M-238.68	17
Indiana	M-259.33	10

L-0 (670) L-1 (800) and M-1 (680) class engines must not be operated on following tracks Valley Jct. Yard, East St. Louis:
 —Train Yard Tracks Nos. 17 and 18.
 East End Drill Track (No. 8), East of A. & S. R. R. Crossing.
 East End Drill Track (No. 9), East of A. & S. R. R. Crossing.
 Short Round House Spur to Track No. 8. House Track.

Coal Storage Track. Oil Track. Cinder Track. Sand Track. Rip Leads and All Rip Tracks.
 L-0 (670), L-1 (800) and M-1 (680) Class Engines must not back around North Leg of Wye. They must be operated carefully through all Turnouts in Valley Junction Yard, East St. Louis, Illinois.

Illmo Subdivision

Illmo Yard L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on any tracks in Illmo Yard except the following:
North End of Yard —Crossover between Main tracks at Tower "A" yard lead from North switch on Main Line to Yard Tracks 10 and 10½.
 "B" Yard Lead from North Switch on "A" Lead to Track No. 20.
 "C" Yard Lead from North Switch on "B" Lead to Track No. 20.
 House Track No. 1 from Freight Shed North.
 Round House Lead from North Switch on "C" Lead to Turntable.
 North Ladder Track "A" Yard.
 Caboose Track.
 Crossover between Two Main Tracks South of Station.
Train Yard —Tracks Nos. 1 to 11 inclusive and Track No. 20.
 Remainder of tracks in "A" and "B" Yards may be used in emergency, except that when using turnouts at North end, must run very carefully, especially so when backing up, account sharp curvatures.
South End of Yard —Crossover between Main Tracks at Fornfelt "A" yard lead from South switch on Main track to Track No. 10.
 "B" Yard Lead from South switch on "A" Lead to Tracks Nos. 10 and 11.
 "C" Yard Lead from South Switch on "B" Lead to Track No. 20.
 South Roundhouse lead South of and including crossover to Ancell lead.
 Ancell lead Crossover between Main tracks at Ancell.
 L-1 (800) Class Engines must be operated carefully through all turnouts in Illmo Yard.
 L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on following tracks beyond Engine Limit signs on cross ties, neither will they be operated on tracks laid with lighter than 75 lb. rail:
Ancell —House Track.
Dexter —Swift & Co. Spur; Mo. Pac. Connection.
Malden —Birds Point Branch from point 84 ft. South of trestle No. 143-A. North 2 over scales.
 Frisco Connection. Compress Track.
 Shed Tracks between Engine Limit signs.
Campbell —Frisco Connection.
St. Francis —House Track.
Piggott —Frisco Connection. Palace Spur beyond South End of Depot.
Greenway —Gin Spur.
Rector —East Gin Track. Middle or Storage Track.
 Hardin Gin, West Gin, and Compress Spur.
Marmaduke —Gin Spur.
Paragould —West Wrape Track. Ice Plant Track.
 Amos Handle Co. Track. Hickson Rodgers Spur.
 North and South Leg of Wye.
 Hasty Spur.
 Team or City Track beyond Court Street.
 And must not be operated on business tracks not shown as station.

Jonesboro Subdivision

L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on any Tracks in Jonesboro Yard, except the following:
 —Frisco Receiving Track.
 Tracks 1, 2, 3, 4, 5, 6 and 7 in Train Yard.
 Track No. 3 for entire length, including Roundhouse lead.
 Caboose Track, Stockpen Track, Chippy Track, House Track.
 In and out bound round house lead. Belt Track.
 All Tracks South end Jonesboro Yard, Round House Lead, crossover from Belt to Caboose Track, crossover Caboose Track to Stockpen Track, Inbound Engine Track North of Cinder Pit, Tracks 8 and 9 North of Main Street, Short Turntable Track.
 L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on following tracks, beyond Engine Limit signs on cross ties, neither will they be operated on tracks laid with lighter than 75 lb. rail:
Fisher —Industrial Spur.
Hickory Ridge —Standard Oil Co. Spur.
 Rice Mill Spur.
Fair Oaks —South Leg Wye.
 Engine Track.
 Back Track.
Fargo —M. & A. Connection.
Brinkley —North End Engine Track, beyond 1208 ft. from North headblock.
 South End Engine Track, beyond 450 ft. from South headblock.
 Rock Island Short Wye Connection.
 House Tracks No. 1 and No. 2, Tracks 4, 5, 6 and 7.
 SSW-RI Interchange No. 1, beyond 604 feet from switch.
 SSW-RI Interchange No. 2, beyond 709 feet from switch.
 SSW-RI Interchange No. 3, beyond 590 feet from switch.
Clarendon —North and South legs of Wye.
 Stock Pen Spur. Rockenback Track.
 National Cooperage Track. River Tracks 1, 2 and 3.
 Townsend Spur.
 Clarendon Gin Track.
Stuttgart —L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on any Track in Stuttgart Yard, except the following:
 Siding. Yard Tracks 1, 2, 3, 4, 5, 6, 7, 8 and 9.
 South end House Track up to curve North of depot.
 North leg of Wye. C. A. & E. lead.
 Pocket Track. Porter's Spur.
 L-0 (670), L-1 (800) and M-1 (680) Class Engines must not be operated on following tracks, beyond Engine Limit signs on cross ties, neither will they be operated on tracks laid with lighter than 75 lb. rails.
Goldman —Loading Spur.
Wabbaseka —Gin Spur.
Alzheimer —Wye. Alzheimer Gin Spur.
 And must not be operated on business tracks not shown as stations.

When necessary to pick up or set out on the above tracks hold on to sufficient number cars.

Pine Bluff Subdivision

L-0 (670), L-1 (800) and M-1 (680) class engines must not be operated on following tracks, neither will they be operated on tracks laid with lighter than 75# rail.

Fordyce —Rock Island transfer.
Gravel Pit —Wye and other tracks.
Warner —Wye.
Camden —Magnolia Oil spur, Back track, Coal chute, Oxley lead, So. Ark. Groc. Co. spur, Tyson spur, Mo. Pac. Transfer, Sinclair Oil Co. spur.
Finn —Team track.
Stephens —Berry Asphalt Co. Spur.

McNeil —Wye.
Lumber —Team track.
Stamps —No. 1 Interchange track.
 No. 2 Interchange track beyond 250 ft. from head block.
 No. 3 Interchange track beyond 150 ft. from head block.
Lewisville —Meriwether Gravel tracks. No. 6 track.

And must not be operated on business tracks not shown as stations.

When necessary to pick up or set out on the above tracks hold on to sufficient number cars.

J 1. Northward Trains are superior to Southward trains of the same class.

Outside of automatic block signal territory, trains handled by diesel road engines must be blocked 15 minutes behind other trains.

J 2. Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of livestock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

Train 5 will stop at the following non-stop mail stations on a flag from the Postmaster or at the request of the Mail Clerk to the Conductor, to receive or deliver registered Mail that can not otherwise be handled:

Kedron, Thornton, Eagle Mills, Buena Vista, Ogemaw, Buckner, Garland City.

J 3. Trains routed via and will be governed by Time Table Rules and Regulations of the lines shown below:

Trains	Between	Route via and be Governed by Time Table Rules and Regulations of the
Nos. 1, 2, 5 and 6 passenger.	St. L. S. W. Ry. Co. connection and Texarkana Union Station.	Under Direction of Stationmaster of the Texarkana Union Station Trust, Speed 10 MPH at any point.
Nos. 1, 2, 5, 6, 7 and 8 passenger.	North Junction and South Junction at Pine Bluff, Two Main Tracks.	Mo. Pac. R. R.

Missouri Pacific rules governing operation St. L. S. W. trains between North Jct. and South Jct. at Pine Bluff, Two Main Tracks are as follows:

Northward trains are superior to Southward trains of the same class. (Nos. 1, 5 and 7 will be considered Northward trains; Nos. 2, 6 and 8 will be considered Southward trains.)

Where Two Main Tracks are in service, trains must keep to the right unless otherwise provided.

All trains will proceed at restricted speed between North Junction, Mo. Pac. M. P. 387.48, and South Junction Mo. Pac. M. P. 388.78.

(Rules 93 and 99 in Uniform Code, will govern all trains and engines.)
Speed Restrictions:

North Junction Second Main Track switch—10 M. P. H.

South Junction Second Main Track switch—10 M. P. H.

Yard Limits—between North Junction and South Junction.

Switch connected derail maintained by Missouri Pacific on Cotton Belt connecting track, 217 feet north of headblock of switch leading to Passenger Station near Bayou Bridge, Pine Bluff Yard. Derail opens and closes by opening and closing of switch. Trains or engines going south towards Passenger Station via Fourth Avenue, must stop clear of derail until switch is properly lined.

Northward trains, or engines coming from Fourth Avenue onto Cotton Belt tracks, must not close switch behind train until rear car has passed derail.

Spring Switch at North end of the Second Main track on Missouri Pacific at Pine Bluff, with high automatic signals indicating position of switch points. Normal position of points at North Junction will be lined for southward Missouri Pacific trains. Northward Cotton Belt trains, will trail through Spring Switch.

Vertical position of signal arm indicates switch is set normal. Horizontal position of signal arm indicates either that switch is not set normal or that cars or engines are on switch

Back up movement against current of traffic through spring switch is prohibited, when any cars, engines or portion of train is within limits of turnout. When necessary to move against current of traffic, points must be cleared and then thrown by hand before move is made.

Location of crossover—Mo. Pac. M. P. 338, pole 14, trailing points.

J 4. When fulfilling Train Orders at Shreveport Junction, southward trains must not pass south end of Lewisville siding until northward trains have arrived.

J 5. All trains must approach and pass Lewisville and Shreveport Junction at restricted speed, expecting to find main track occupied.

J 6. Northward trains having time table or train order restrictions at TEXARKANA YARD will observe such restrictions at Crossover No. 3, unless otherwise instructed.

Signal Indication Rules 285 and 291, and Block Signal Rules 505 to 518, inclusive, except 509 (b) in The Uniform Code of Operating Rules are in effect between Yard Limit Sign, M. P. 415, pole 18, and Crossover No. 3, M. P. 418, pole 5, Texarkana Yard.

Block Signals govern trains and engines moving to and from Union Station Texarkana Via St. L. S. W. Union Station lead through St. L. S. W. Connection and T. & P. passenger main track. Signal Indication Rules 285, 286 and 292, and Block Signal Rules 505 to 518 inclusive, except 509 (b) in The Uniform Code of Operating Rules are in effect.

Southward, second class and inferior trains and engines will enter Texarkana Yard through Crossover No. 3 Mile Post 418, pole 5, unless otherwise instructed.

All trains and engines will move at restricted speed in Texarkana Yard expecting to find main track occupied by trains of other Divisions, except First Class trains will move at restricted speed between Mile Post 416, pole 5, and South Yard Limit sign Texarkana Yard. Second Class and inferior trains and engines may proceed against, or ahead of, a First Class train within the restricted limits for First Class trains without protecting as prescribed by Rule 99, unless a First Class train is seen or heard approaching.

Southward trains will not enter the North Switch of Gertrude Siding M. P. 415, pole 6 unless specifically directed to do so by train order.

North "A" lead Texarkana Yard as extended connects into South end Gertrude Siding at M. P. 417, pole 13.

J 7. Unless otherwise instructed NORTHWARD TRAINS will use Siding at Camden and North Camden, SOUTHWARD TRAINS will use main track at North Camden and Camden.

Automatic Block Signal Rules 281 to 292-A, inclusive, and 505 to 519, inclusive, except Rule 509 (b), in The Uniform Code of Operating Rules are in effect between the north switch of Camden Siding, M. P. 337.5, and the south switch of Herbert Siding, M. P. 340.8.

In addition to the Rules herein designated, Interlocking Rules 605, and 661 to 672, inclusive, in The Uniform Code of Operating Rules, and Rule 201, Special Instructions No. 6, are in effect through Interlocking limits and over Mo. Pac. Railroad Crossing at M. P. 338.93.

Within city limits of Camden, following instructions will govern sounding of engine bell and whistle:

Bell will be started ringing as engine approaches Road Crossing Sign, and continue until engine passes over crossing. Bell will be sounded also as a warning to persons on or near the track at other points, as may be required.

Whistle will not be sounded for any crossing, or at other points, except in an emergency, where persons or vehicles are on or near crossing or track, and apparently are unaware of approaching train or engine.

In addition to sounding engine whistle, as prescribed, to prevent a serious crossing or other accident, whistle will be sounded where safety of trains or passengers are involved, in observance of Rules 14 (c), 14 (d), 14 (e) and 14 (k), and when answering latter signal.

Good judgment must be used in sounding whistle in Camden, and avoid sounding of greater intensity and duration than is absolutely necessary.

J 8. All trains must approach the Junction of C. R. I. & P. R. R. at Kent at restricted speed, and know that the switches are right and the way clear before proceeding.

J 9. All trains, except FIRST CLASS TRAINS will move at restricted speed in Fordyce Yard.

J 10. When using Northward and Southward sidings at Rison, train and engine men will be governed as follows:

Southward regular trains must not pass the south switch of the Northward siding, and Northward regular trains must not pass the north switch of the Southward siding, before their scheduled time.

Southward trains in fulfilling waits at Northward siding must not pass south switch of such siding until the designated time.

Northward trains in fulfilling waits at Southward siding must not pass north switch of such siding until the designated time.

When meeting opposing superior trains, the inferior train will use the siding of assigned direction, as prescribed by Rule S-90 (a), unless otherwise provided.

In an emergency, should it be necessary to use the siding of reverse direction, flag protection must be afforded, as prescribed by second paragraph of Rule 105.

(Continued on page 27)

INSTRUCTIONS PERTAINING TO PINE BLUFF SUBDIVISION—Concluded

J 11. Spring Switches:

- South switch of siding South Pine Bluff,
- North switch of siding Rone,
- South switch of Southward siding Fordyce,
- North switch and South switch of siding Ogemaw,
- North switch of siding Gertrude,

Normal position for main track movements be governed by Rule 535, also Block signal rules, in The Uniform Code of Operating Rules, and Rules 208 and 210, Special Instructions No. 6.

J 12. All trains must approach draw bridge No. 817 over Ouachita River, Mile Post 336.65, at Camden and draw bridge No. 964 over Red River, Mile Post 397.29, at Garland City at restricted speed expecting to find draw open, and stop unless way is known to be clear.

J 13. At Lewisville, No. 2 will wait for No. 202, and No. 201 will wait for No. 1, unless otherwise instructed.

J 14. Following freight trains are permitted to carry passengers: Nos. 65, 66, 67 and 68.

Nos. 65 and 66 will stop on flag at Peace, M. P. 285.63

J 15. Draw Bridges:

- Ouachita River No. 817, location M. P. 336.65.
- Red River, No. 964, location M. P. 397.29.

J 16. Following bridges will not clear man on top of car:

- Saline River Bridge M. P. 295.11.
- Ouachita River No. 817, location M. P. 336.65.
- Overhead Bridge M. P. 358.04.
- Red River Bridge M. P. 397.24.

J 17. No Train order signal maintained at Pine Bluff Shops, and Texarkana Yard. All departing trains will secure a Clearance (Form 3143) at Texarkana Yard, Clearance (Form 3143) or "B" Clearance (Form 3136) at Pine Bluff Shops.

J 18. Normal position of tail of Wye Switches:

The switch at tail of Wye at Shreveport Junction on Shreveport Subdivision must be left set for north leg of Wye.

The main track switch on track leading to Union Station in Pine Bluff Yard, near the bayou, must be left set for that track.

J 19. M. P. Jct. is register station for only such trains that are instructed to register by dispatcher.

J 20. Register at Kent and North Camden are for C. R. I. & P. trains only.

Register for North Camden will be kept in the telegraph office at Camden.

J 21. Business Tracks not shown as stations: See page 23

See page 25 for Restrictions L-0 (670), L-1 (800) and M-1 (680) Class Engines, Pine Bluff Subdivision.

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW-MAN.

ST. L. S. W. OPERATION OVER FOREIGN LINES:

Between St. Louis Union Station and Valley Jct., (E. St. Louis) use of Terminal R. R. Assn. and St. Louis Municipal Bridge Railway tracks;

Train and enginemen using these tracks will be governed by Terminal R. R. Assn. and St. Louis Municipal Bridge Railway Rules and Special Instructions, provide themselves with copies thereof and be conversant therewith.

Between Valley Jct., and North Jct., use of Missouri Pacific tracks;

Train and enginemen using these tracks will be governed by The Uniform Code of Operating Rules, Mo. Pac. Time-tables, Special Instructions and Bulletin Orders, provide themselves with copies thereof and be conversant therewith.

Between North Jct., and Illmo, use of Southern Illinois and Missouri Bridge Company tracks;

Train and enginemen will be governed by Southern Illinois and Missouri Bridge Company Rules, provide themselves with copies thereof and be conversant therewith.

Train Dispatchers—ILLMO, MO.

- H. E. Chism
- G. A. Morgan
- A. J. Vaughn
- E. B. Morgan
- J. U. Chrisman
- J. H. Burks
- J. S. Leach
- J. L. Calloway

RAILROAD CROSSINGS AT GRADE— ALL SUBDIVISIONS 27

Foreign Railroad	Mile Post Location	Gated Against	Not Gated. Interlocked
St.L.S.F.R.R.....	I- 10.73		Interlocked
M.P.-St.L.S.F.R.R.....	I- 16.08	M.P.-St.L.S.F.*	
Mo.Pac.R.R.....	I- 16.14	Mo.Pac.*	
Mo.Pac.R.R.....	I- 50.22	Mo.Pac.*	
St.L.S.F.R.R.....	58.37	St.L.S.F.	
St.L.S.F.R.R.....	65.38	St.L.S.F.	
St.L.S.F.R.R.....	75.79		Interlocked
Mo.Pac.R.R.....	103.74		Not Gated.
St.L.S.F.R.R.....	122.62		Automatic
Mo.Pac.R.R.....	172.67		Automatic
M.&A.R.R.....	194.35	M.&A.R.R.	
C.R.I.&P.R.R.....	{N.&S. legs wye}	C.R.I.&P.R.R.	
	{No. Brinkley}		
C.R.I.&P.....	199.00		Not Gated.
Mo.Pac.R.R.....	214.24	Mo.Pac.	
R.I.S.&S.R.R.....	232.70	R. I. S. & S.	
Mo.Pac.R.R.....	268.79		Not Gated.
C.R.I.&P.R.R.....	307.20		Interlocked
C.R.I.&P.R.R.....	333.35		Automatic
C.R.I.&P.R.R.....	334.83	St. L. S. W.	(Britton Line)
Mo.Pac.R.R.....	338.93		Automatic
L.&A.R.R.....	385.22	L. & A.	
T.&P.R.R.....	419.15		Interlocked
St.L.S.F.R.R.....	W- 65.14		Automatic
G.A.Lbr.Co.....	W- 65.18	G. A. Lbr. Co.	Gated.
St.L.S.F.R.R.....	W- 78.94		Automatic
St.L.S.F.R.R.....	W-111.80		Not Gated.
St.L.S.F.R.R.....	W-139.99		Automatic
St.L.S.F.R.R.....	R- 92.28	St. L. S. W.	
St.L.S.F.R.R.....	R- 98.44	St. L. S. W.	
St.L.S.F.R.R.....	36.63	St. L. S. W.	
St.L.S.F.R.R.....	A- 37.33	St. L. S. W.	
St.L.S.F.R.R.....	48.49	St. L. S. W.	
St.L.S.F.R.R.....	P-117.18	St. L. S. F.	
St.L.S.W.Ry.....	P-138.47	St. L. S. W.	
St.L.S.F.R.R.....	P-139.11		Not Gated.
I.C.R.R.....	K-449.44		Automatic
L.&A.R.R.....	K-449.93	L. & A.	
I.C.R.R.....	K-452.00		Not Gated.
R.I.S.&S.R.R.....	M-233.61	R. I. S. & S.	
C.R.I.&P.R.R.....	{.80 Mile South of Rose City on Yard Track	St. L. S. W.	
A.T.R.R.....	{2.51 Mi. South of Rose City on Yard Track}		Not Gated.

(*Electric lock controls gate. Instructions covering operation of lock and gate displayed on inside of door of gate lock box.)

Railroad crossings at grade as listed above under (Gated Against) are protected with gate provided with mast and arm, or light on top of mast of gate showing yellow or green, or red indication. When arm is in diagonal position and gate against foreign line, or light on mast shows yellow or green indication, the crossing is clear for St. L. S. W. Ry.; when arm is in horizontal position and gate against St. L. S. W. Ry. tracks, or light on mast shows red indication, the way is not clear and the gate must be lined before proceeding. Gates must be left lined in normal position after being used. All trains must approach such crossing at Restricted Speed, and stop unless the way is seen and known to be clear.

OPERATION OF FOREIGN LINE TRAINS OVER ST. L. S. W. TRACKS:

Between Illmo and Frisco Junction, use of StLSW tracks by C&EI.

Between Illmo and Paragould Jct., use of StLSW tracks by Mo. Pac.

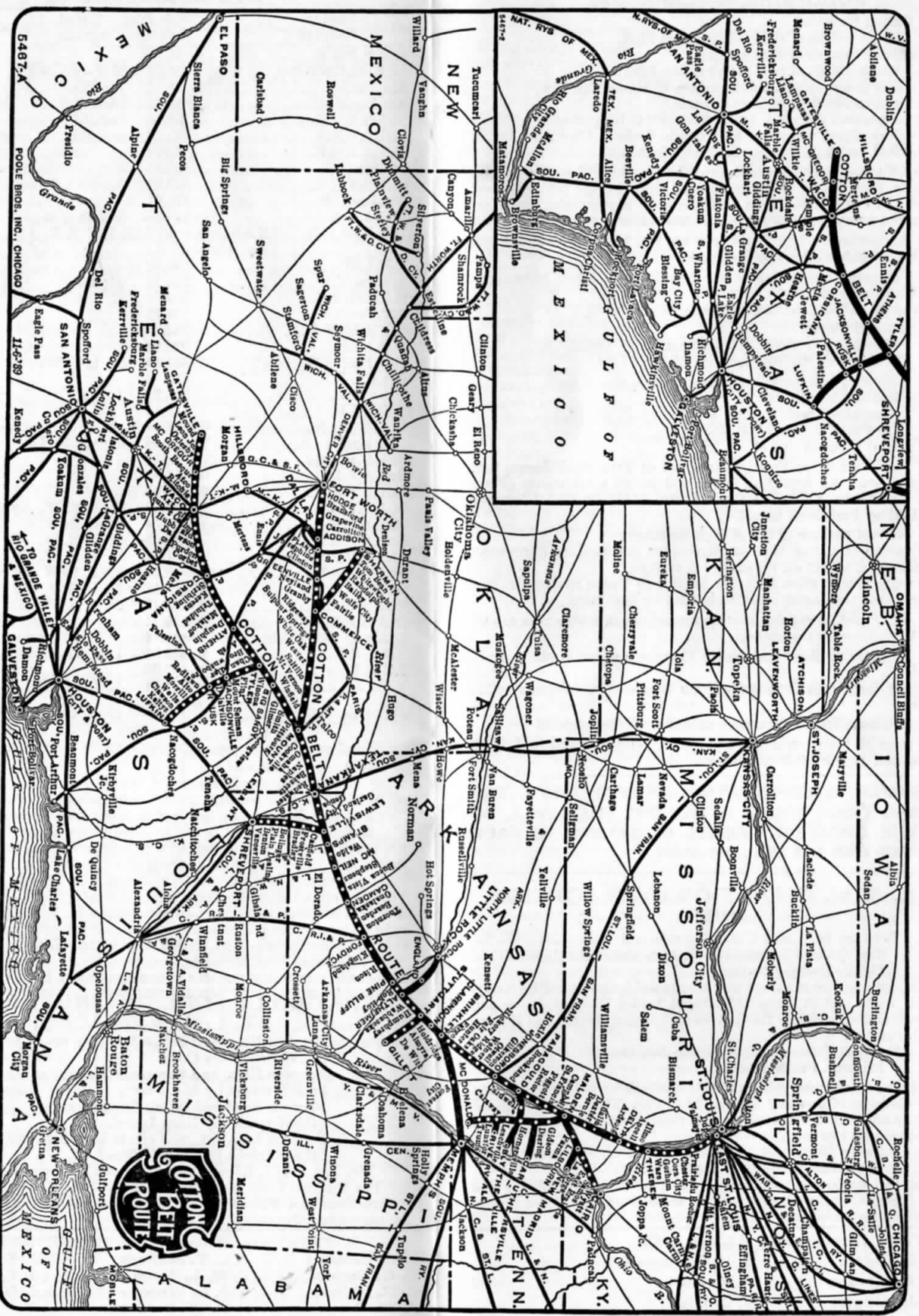
Between Kent and North Camden, use of StLSW tracks by Rock Island.

Between L&A Jct., and Silver Lake Jct., use of StLSW tracks by L&A Railroad.

Mo. Pac. C&EI, RI and L&A train and enginemen will be governed by The Uniform Code of Operating Rules, StLSW Time-tables, Special Instructions and Bulletins, provide themselves with copies thereof and be conversant therewith.

Train Dispatchers—PINE BLUFF, ARK.

- J. C. Gibbons
- G. C. Stevens
- C. B. Miller
- A. M. Colyar
- A. L. Underhill
- L. Z. Mallory
- W. L. Jones
- J. L. Wheeler
- R. W. Bradsher
- L. T. James
- J. E. Whitsell
- J. F. Wyatt
- J. D. Cross



COTTON BELT ROUTE

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