

Company Doctors

J. M. L. JENSEN, Chief Surgeon,	Chicago
*P. W. HOOVER	Little Rock
*HAL DILDY	Little Rock
*J. H. FRANCIS	Memphis
*J. T. BRIDGES	Memphis
1. FENNIC TULLIS	Memphis
RALPH HAMILTON	West Memphis
J. M. ROY	Forrest City
A. M. BRADLEY	Forrest City
H. L. McCLENDON	Palestine
*E. D. McKNIGHT	Brinkley
W. L. WALKER	Brinkley
J. E. HUTCHISON	Hazen
DAN STAPLES	Carlisle
B. E. HOLMES	Lonoke
MILTON C. JOHN	Stuttgart
*R. V. McCRAY	Malvern
CURTIS W. JONES	Benton
CHARLES E. GARRETT	Hot Springs
RICHARD F. GRAHAM	Hot Springs
C. F. SHUKERS	Perryville
WALTER P. HARRIS	Danville
*S. P. McCONNELL	Booneville
*D. E. LOVELESS	Booneville
E. J. BROWN	Mansfield
S. C. DEAN	Howe
EARL M. WOODSON	Poteau
*W. P. LERBLANCE	Hartshorne
LOUIS DAKIL	McAlester
PAUL KERNEK	Holdenville
C. B. KNIGHT	Wewoka
C. S. CHAMBERS	Seminole
*J. R. HAYES	Shawnee
J. D. KETHLEY	Shawnee
*G. N. COKER, JR.	Shawnee
*J. R. McNEIL	Shawnee
H. H. ATKINSON	Fordyce
JOHN H. DELAMORE	Fordyce
B. B. ROBINS	Camden
W. T. GINN	Calion
W. R. COTHERN	Crossett
*J. B. WHARTON, JR.	El Dorado
*J. H. PINSON, JR.	El Dorado
*ALBERT R. CLOWNEY	El Dorado
C. E. TOMMEY	El Dorado
W. C. REEVES	Bernice
C. C. COLVIN	Bernice
H. C. MODISETTE	Dubach
MARVIN T. GREEN	Ruston
T. A. DEKLE	Jonesboro
GEORGE M. RODGERS	Winnfield
*R. BRUCE WALLACE, JR.	Alexandria
FRANK SAVOY	Mamou
D. M. CARLETON	LeCompte
Oculists and Aurists	
K. W. COSGROVE	Little Rock
JOHN HENRY	Little Rock
D. H. ANTHONY	Memphis
D. F. FISHER	Memphis
*FRED D. SWITZER	McAlester
*CLINTON GALLAHER	Shawnee
C. H. LANDERS	El Dorado
* Examiner	

Official Hospitals

Name	Place-Office Location	Telephones
Baptist State Hospital	Little Rock, 1720 W. 13th St.	FR 4-3351
Warner-Brown Hospital	El Dorado, Oak St.	3-4151
Baxter Hospital	Shawnee, 624 N. Broadway	2240, 2241, 2242

Emergency Hospitals

Name	Place
St. Joseph Hospital	Memphis
Mercy Hospital	Brinkley
General Hospital	McAlester
Eunice Sanitarium	Eunice

Chicago, Rock Island & Pacific Railroad



TIME TABLE

ARKANSAS DIVISION SECOND DISTRICT

No.

2

EFFECTIVE AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, OCTOBER 25, 1959

R. W. ANDERSON,
Superintendent

B. F. WELLS,
Asst. General Manager

O. W. LIMESTALL,
General Manager

This Time Table for the exclusive use
and guidance of Employees

Main Line Westward

SECOND CLASS				FIRST CLASS				MP from Memphis	SUBDIVISION 52 STATIONS	
	725	31	33	727		21	23			
	Cotton Belt Freight	Freight	Freight	Cotton Belt Freight		Psg.	Psg.			
	Daily	Daily	Daily	Daily		Daily	Daily			
	P.M.	P.M.	A.M.	A.M.		P.M.	A.M.			
	8.30	7.15	10.30	6.30		10.00	10.00		FO GO-US	MEMPHIS, TENN. *TO
								3.4	T.T. Rule 400 to 409	3.4 SL-SF Crossing
								3.4		0.7 BRIDGE JCT., ARK.
	8.50	7.25	10.45	6.53		10.08	10.09	4.1	BR	0.7 BRIARK...TO
								8.2	Signal Indicators	4.1 WIMEF
								9.4	Rules 400 to 409	1.2 WEST MEMPHIS...TO
	9.00	7.35	11.00	7.03		10.14	10.15			4.3 MOUNDS...P
	9.06	7.42	11.07	7.10		10.19	10.20	13.7		2.0 PROCTOR...P
	9.14	7.50	11.15	7.20		10.24	10.26	19.7		7.2 HETH...P
	9.23	8.00	11.25	7.38		10.31	10.33	26.9		5.4 BLACK FISH...P
	9.31	8.07	11.32	7.51		10.36	10.39	32.3		6.2 WIDENER...P
	9.40	8.15	11.40	8.00		10.42	10.45	38.5		2.2 MADISON...TO
	9.43	8.18	11.43	8.05		10.44	10.47	40.7	MN	4.1 FORREST CITY...TO
	9.51	8.25	11.50	8.15		s10.48	s10.51	44.8	FC	7.0 MoPac Crossing
	10.03	8.35	A.M. 12.01	8.26		10.56	11.01	51.8		7.2 PALESTINE...P
	10.14	8.45	P.M. 12.10	8.38		11.03	11.08	59.0		5.5 GOODWIN...P
	10.22	8.52	12.17	8.45		11.08	11.14	64.5	WY	5.5 WHEATLEY...TO
	10.30 P.M.			8.55 A.M.		11.12	11.18	68.5		4.0 COTTON BELT JCT.
		9.04	12.37			s11.16	s11.21	69.2		0.7 CRI&P Crossing
		9.11	12.52			11.21	11.26	74.3		StLSW Crossing
		9.21	1.04			11.28	11.33	82.3	B	5.1 BRINKLEY...TO
						11.33	11.38	86.3		2.0 EDEN...P
		9.31	1.16			11.36	11.41	88.3	MS	8.0 BISCOE...P
		9.38	1.24			f11.41	g11.46	93.3	HA	4.0 DEVALLS BLUFF...P
		9.45	1.31			11.46	11.51	98.3		2.0 MESA...TO
		9.51	1.37			f11.50	11.56 A.M. 34	102.8		5.0 HAZEN...TO
		10.02	1.49			f11.58	12.04	111.5		5.0 SCREETON...P
		10.09	1.56			P.M. 12.03	P.M. 12.09	117.0		4.4 CARLISLE...TO
		10.19	2.05			A.M. 12.10	12.16	124.6		8.7 LONOKE...TO
		10.26	2.13			12.15	12.21	129.7		5.5 METO...P
								130.5		7.8 GALLOWAY...P
										5.1 TIE PLANT...P
										0.9 StLSW Crossing
						12.18	12.24	131.9		1.4 NORTH LITTLE ROCK.P
						32		132.8		0.9 East MoPac Crossing. TO
						s12.30	s12.30	132.9		0.1 DS...LITTLE ROCK... TO
						12.45	12.55	135.2		2.3 JC...BIDDLE... TO
		11.15 P.M.	3.00 P.M.			12.49 A.M.	12.59 P.M.			135.2

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD

No. 23 discharge from Memphis or beyond and receive for Booneville or beyond.
 No. 21 stops for mail at West Memphis daily except Sundays and Holidays.
 Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

North Little Rock: HMT (Hold Main Track) color-light dwarf signal MP 131, pole 1 for Westward trains. This signal displays yellow indication only, and when so displayed authorizes movement on main track to absolute signal at MP 131, pole 36, subject to indication of ABS 1313. This "Hold Main Track" signal is not an automatic block signal.

Main Line Eastward

SUBDIVISION 52 STATIONS Time Table No. 2 October 25, 1959				FIRST CLASS				SECOND CLASS					
				22	24			722	32	34	728		
				Psg.	Psg.			Cotton Belt Freight	Freight	Freight	Cotton Belt Freight		
				Daily	Daily			Daily	Daily	Daily	Daily		
				A.M.	P.M.			A.M.	A.M.	P.M.	P.M.		
T.T. Rule 16d	..... MEMPHIS, TENN.	27000	.....	Yard	RFWY	5.30	6.15			4.25	5.00	5.30	5.30
	..... SL-SF Crossing ^{3.4}												
Signal Indicator Rules 100-104-106	..... BRIDGE JCT., ARK.	27004	.....									
	..... BRIARK ^{0.7}	27005	.....		R	5.10	6.00			3.50	4.15	4.15	5.09
	..... WIMEF ^{4.1}	27008	.....									
	..... WEST MEMPHIS ^{1.2}	27009	79	250	Yd	5.01	5.55			3.43	3.55	4.00	4.58
	..... MOUNDS ^{4.3}	27013	102	.....		4.56	5.51			3.31	3.41	3.27	4.50
	..... PROCTOR ^{6.0}	27020	88	2		4.50	5.45			3.21	3.31	3.19	4.37
	..... HETH ^{7.2}	27027	87	7		4.43	5.38			3.11	3.21	3.10	4.23
	..... BLACKFISH ^{5.4}	27032	86	.....		4.38	5.33			3.03	3.13	3.03	4.12
	..... WIDENER ^{6.2}	27038	76	20		4.32	5.27			2.55	3.05	2.55	3.59
	..... MADISON ^{2.2}	27041	.....	131		4.30	5.24			2.51	3.01	2.51	3.55
	..... FORREST CITY ^{4.1}	27045	70	206	W	s4.25	s5.20			2.45	2.55	2.45	3.47
	..... PALESTINE ^{7.0}	27052	78	30		4.16	5.07			2.30	2.40	2.28	3.34
	..... GOODWIN ^{7.2}	27059	88	19		4.09	5.00			2.18	2.28	2.18	3.20
	..... WHEATLEY ^{5.5}	27064	84	44		4.04	4.54			2.10	2.20	2.10	3.08
	..... COTTON BELT JCT. ^{4.0}				Yd	4.00	4.50			2.00			3.00
	..... CRIP Crossing ^{0.7}				UX					A.M.			P.M.
	..... SrLSW Crossing ^{0.7}				UX								
	..... BRINKLEY ^{5.1}	27069	106	106	RWYYd	s3.58	s4.48			2.00	1.40		
	..... EDEN ^{8.0}	27074	87	9		3.50	4.39			1.50	12.52		
	..... BISOE ^{4.0}	27083	78	43		3.42	4.31			1.40	12.41		
	..... DEVALLS BLUFF ^{2.0}	27086	10	.....		3.37	4.26						
	..... MESA ^{5.0}	27088	84	47	YYd	3.34	4.23			1.25	12.25		
	..... HAZEN ^{5.0}	27093	78	59		f3.29	g 4.18			1.18	12.15		
	..... SCREETON ^{4.4}	27098	88	18		3.24	4.13			1.11	12.05		
	..... CARLISLE ^{8.7}	27103	78	101	W	f3.19	4.08			1.00	12.05		
	..... LONOKE ^{5.5}	27111	87	137		f3.10	3.59			12.48	11.36		
	..... METO ^{7.6}	27117	83	.....		3.05	3.53			12.41	11.29		
	..... GALLOWAY ^{5.1}	27124	88	15		2.57	3.45			12.31	11.18		
	..... TIE PLANT ^{0.9}	27129	94	.....	Yd	2.52	3.40			12.23	10.48		
	..... SrLSW Crossing ^{1.4}	27130											
	..... NORTH LITTLE ROCK ^{0.9}	27132	51	550	Yd	2.48	3.37			12.18	10.43		
	..... East MoPac Crossing ^{0.1}												
	..... LITTLE ROCK ^{2.3}	27133		260	RFWYd	2.45	3.35						
	..... BIDDLE ^{135.2}	27136	.....	Yard	RFWT	s 2.30	s 3.20			12.08	10.40		
						2.20	3.12			12.01	10.20		
						A.M.	P.M.			A.M.	A.M.		

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

No. 24 discharge from Booneville or beyond and receive for Memphis or beyond.

Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

West Memphis: HMT (Hold Main Track) color-light dwarf signal MP 9, pole 13 for Eastward trains. This signal displays yellow indication only, and when so displayed authorizes movement on main track to absolute signal at MP 8, pole 16. This "Hold Main Track" signal is not an automatic block signal.

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 51 STATIONS			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
33	31	23	21			24	22	32				24	22	32	
Freight	Freight	Psgr.	Psgr.									Psgr.	Psgr.	Freight	
Daily	Daily	Daily	Daily									Daily	Daily	Daily	
	P.M. 10.35		P.M. 12.55	A.M. 12.45	260	DS.....	LITTLE ROCK.....	2.3	132.9	27133	RFWYd	P.M. 3.20	A.M. 2.30		A.M. 12.08
A.M. 4.00	11.15 11.45		12.59	12.49	....	Yard	JC.....	BIDDLE.....	1.2	135.2	27136	RFWT	3.12	2.20	A.M. 12.01
4.05	11.48		1.03	12.53	....	....	....	HOT SPRINGS JCT....	3.5	136.4	27137	Y	3.10	2.15	P.M. 8.00
					....	....	....	West MoPac Crossing	1.8	139.9	27140	.....		
4.17	11.58 P.M.		1.11	1.02	88	14	....	PULASKI.....	1.8	141.7	27142	.....	3.03	2.05	7.32
4.32	12.13 A.M.		1.23	1.14	48	....	....	MAUMELLE.....	8.7	150.4	27150	.....	2.50	1.49	7.14
4.38	12.18		1.27	1.19	91	14	....	PINNACLE.....	2.5	152.9	27153	.....	2.46	f 1.44	7.05
4.45	12.24		1.32	1.24	34	....	....	NATURAL STEPS.....	2.8	155.7	27156	.....	2.41	1.38	6.58
4.56	12.34		1.38	1.32 2.2	87	29	....	ROLAND.....	3.6	159.5	27159	.....	2.35	f 1.32	6.49
			1.48	1.42	21	....	....	LEDWIDGE.....	7.4	166.9	27167	.....	2.25	1.22	
5.21	12.51		g1.57	1.49	64	16	VN	BIGELOW.....	5.4	172.3	27172	.....	g 2.16	f 1.15	6.23
5.30	1.10 2.2		2.10 2.4	1.55	25	26	....	HOUSTON.....	4.5	176.6	27177	.....	2.10	f 1.10	6.14
5.45	1.30		g2.20	2.04	82	62	RY	PERRY.....	7.1	183.8	27184	.....	g 1.58	f 12.58	5.57
			2.27	2.11	....	31	....	ADONA.....	5.9	189.7	27190	.....	1.51	12.52	
6.00	1.48		2.34	2.16	68	....	....	HOMEWOOD.....	4.6	194.3	27194	.....	1.45	12.47	5.37
			2.39	2.21	20	....	....	CASA.....	4.1	198.4	27198	.....	1.40	12.42	
6.15	2.03		2.45	2.27	70	4	....	BIRTA.....	5.1	203.5	27203	.....	1.34	12.36	5.19
6.23	2.14		s2.52	s2.35	87	41	AD	OLA.....	5.1	208.6	27209	W	s 1.28	s 12.30	5.10
6.30	2.22		2.59	2.41	33	....	....	MICKLES.....	4.9	213.7	27214	.....	1.22	12.21	5.01
6.38	2.30		g3.05	2.48	31	66	DA	DANVILLE.....	5.8	219.5	27219	w	g 1.16	f 12.15	4.53
6.45	2.36		3.10	2.53	88	24	UN	BELLEVILLE.....	2.3	223.8	27224	.....	1.11	f 12.10	4.45
6.52	2.42		3.15	2.58	27	21	....	HAVANA.....	4.8	228.6	27229	.....	1.05	12.05	4.37
7.00	2.50		3.22	3.04	87	17	....	WAVELAND.....	5.8	234.5	27234	.....	12.58	11.59	4.28
7.10	2.57		3.28	3.09	61	16	....	BLUE MOUNTAIN.....	5.7	239.4	27239	.....	12.51	11.52	4.20
7.20	3.05		3.34	3.15	....	10	....	MAGAZINE.....	6.6	245.1	27245	.....	12.44	11.46	4.12
7.45 A.M.	3.20 A.M.		s3.45 3.50 3.2	s3.30 3.40	85	240	BO	BOONEVILLE.....	118.8	251.7	27252	YdRYW	s12.15	s 11.30	23 3.50 P.M.

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

No. 22 flag stop for revenue passengers only.
No. 23 and No. 24 receive or discharge to or from Little Rock or McAlester or beyond.
Track No. 1 Booneville is designated as siding per Rules 86 and 5-89.

Pulaski: HMT (Hold Main Track) color light signal located on mast of eastward automatic Block Signal No. 1422 at MP 142 Pole 5. This signal displays indication Rule 290 only and when so displayed authorizes movement on main track to absolute signal MP 141 Pole 5.

Westward

Main Line

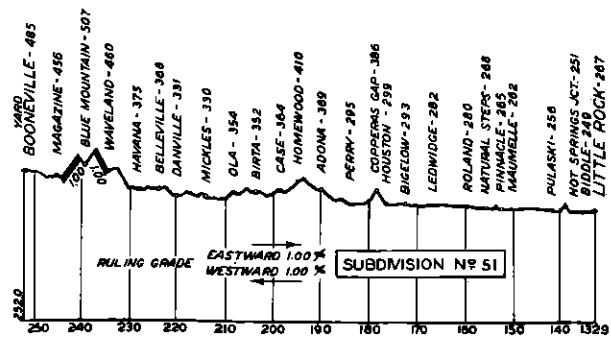
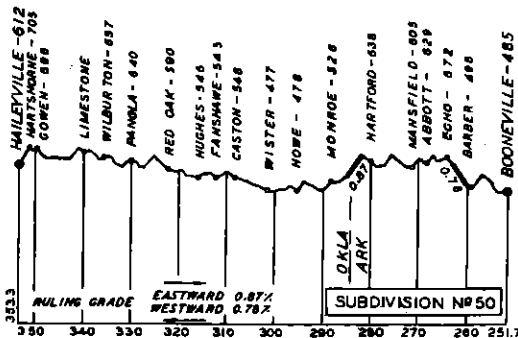
Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 50 STATIONS	M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
33	31	23	21							24	22	32	
Freight	Freight	Psgr.	Psgr.			Time Table No. 2 October 25, 1959				Psgr.	Psgr.	Freight	
Daily	Daily	Daily	Daily							Daily	Daily	Daily	
A.M.	A.M.	P.M.	A.M.							P.M.	P.M.	P.M.	
7.45	3.20	3.50 32	3.40	85	240	BO..... BOONEVILLE.....TO	251.7	27252	W	12.15	11.30	3.50	
8.05	3.40	4.02	3.52	47		..... BARBER.....P	259.6	27260		12.06	11.21	3.16	
8.15	3.47	4.07	3.58	70		..... ECHO.....P	264.3	27264		11.59	11.15	3.06	
		4.12	4.04		18	..... ABBOTT.....	268.4	27268		11.54	11.10		
8.28	3.57	s 4.17	s 4.12	34	32	MF..... MANSFIELD.....TO	271.5	27272		g 11.50	s 11.05	2.50	
8.42	4.09	g 4.27	4.24	69	50	HF..... HARTFORD, ARK.....TO	280.0	27280	W	g 11.40	s 10.52	2.35	
8.55	4.21	g 4.37	4.36	58	9	..... MONROE, OKLA.....P	288.4	27288		g 11.30	s 10.36	2.15	
						..... KCS Crossing.....							
9.05	4.30	s 4.45	s 4.47	70	56	BX..... HOWE.....TO	295.4	27295		s 11.21	s 10.23	2.00	
						..... SL SF Crossing..... UX							
9.22	5.00	s 4.57	5.00 31	80	36	KY..... WISTER.....TO	301.8	27301	FW	s 11.09	s 10.05	1.45	
9.32	5.20	5.06	5.09	78		..... CASTON.....P	308.7	27308		11.01	9.55	1.33	
		5.10	5.14		10	..... FANSHAW.....P	312.5	27313		10.57	f 9.50	1.28	
9.42	5.31	5.15	5.19	72	2	..... HUGHES.....P	316.0	27316		10.53	9.45	1.23	
9.51	5.41	5.22	5.28	68	24	RO..... RED OAK.....TO	322.3	27322		10.45	s 9.37	1.14	
10.01	5.54	5.31	5.39	78	10	..... PANOLA.....P	330.0	27330		10.37	9.26	1.04	
10.09	6.02	s 5.40	5.46	61	92	WN..... WILBURTON.....TO	335.6	27335	W	s 10.31	s 9.18	12.55	
10.25 24	6.10	5.45	5.52	148		..... LIMESTONE.....P	340.0	27340		10.25	9.10	12.47	
10.45 A.M.	6.35 A.M.	5.59 P.M.	6.07 A.M.		26	HN..... HARTSHORNE.....TO	351.5	27352	YR	10.12 A.M.	8.55 P.M.	12.25 P.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

No. 23 and No. 24 receive or discharge to or from Little Rock or McAlester and beyond.
Track No. 1 Booneville is designated as siding per Rules 86 and S-89.

Eastward first class trains must not pass east siding switch at Booneville in advance of scheduled arriving time at Booneville.



Westward

Main Line

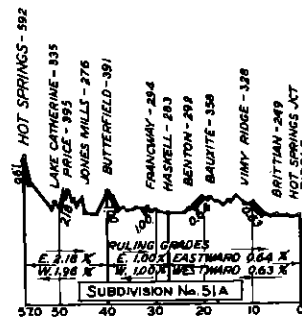
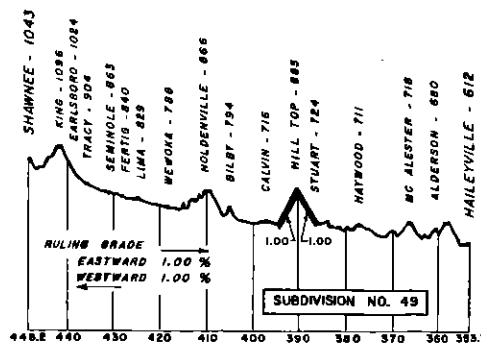
Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 49	STATIONS	M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
33	31	23	21								24	22	32	
Freight	Freight	Psg.	Psg.			Time Table No. 2					Psg.	Psg.	Freight	
Daily	Daily	Daily	Daily			October 25, 1959					Daily	Daily	Daily	
A.M. 10.45	A.M. 6.35	P.M. 5.59	A.M. 6.07	26	26	HN.....HARTSHORNE.....*	TO	351.5	27352	RY	A.M. 10.12	P.M. 8.55	P.M. 12.25	
10.50	6.40	6.04	6.10	22	22	.....HAILEYVILLE.....	P	353.3	27353		10.10	8.52	12.21	
11.05	6.55	6.15	6.22	68	68	.....ALDERSON.....	P	360.9	27361		10.01	8.42	12.10	
A.M. 12.01	7.25	s 6.25	s 6.45	135	324	MA.....MCALISTER.....	TO	366.4	27366	W	s 9.41	s 8.27	P.M. 12.01	
32 P.M.		6.50	7.15			.....MKT CROSSING.....	UX			Yd			A.M. 12.01	
12.30	7.41	7.03	7.27	73	56	.....HAYWOOD.....	P	377.4	27377	Y	s 9.30	f 8.15	11.40	
12.45	7.53	7.14	7.37	77	11	.....STUART.....	P	386.5	27387		9.15	f 8.05	11.24	
1.01	8.05	7.20	7.45	41		.....HILL TOP.....	P	391.1	27391		9.08	7.58	11.16	
						.....KO&G Crossing.....		396.3						
1.12	8.14	7.30	7.53	86	64	CA.....CALVIN.....	TO	397.2	27397	W	8.59	f 7.50	11.05	
1.32	8.25	7.40	8.04	54		.....BILBY.....	P	405.3	27405		8.48	7.30	10.48	
1.45	8.42	s 7.48	s 8.15	140	240	HD.....HOLDENVILLE.....	TO	410.7	27411	WY	31 s 8.42	s 7.32	10.38	
						.....SL-SF Crossing.....								
1.58	8.54	s 7.58	s 8.32	108	110	WA.....WEWOKA.....	TO	418.7	27419	W	21 s 8.32	s 7.20	10.28	
2.10	9.02	8.06	8.40	100		.....LIMA.....	P	425.0	27426		8.24	f 7.10	10.11	
2.20	9.10	8.10	8.44	58		.....FERTIG.....	P	428.5	27429	Yd	8.20	7.06	10.04	
2.30	9.16	s 8.18	s 8.52	62	291	DM.....SEMINOLE.....	TO	431.2	27431	YdW	s 8.17	s 7.02	9.59	
2.45	9.23	8.25	8.59	85	11	.....TRACY.....	P	435.8	27436		8.10	6.53	9.49	
	9.30	8.30	9.06	10		.....EARLSBORO.....	P	439.8	27440		8.05	f 6.48		
3.05	9.35	8.34	9.10	68		.....KING.....	P	442.1	27442		8.02	6.45	31 9.35	
						.....SHAWNEE.....*	TO	448.2	27448	RYdW	7.55 A.M.	6.35 P.M.	21 9.25 A.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
FORM Y ORDERS AUTHORIZED

Shawnee: Westward first class trains taking siding will use old main track MP 447-34 to Park Street crossover.

The east switch of the east crossover at Park Street is the point where time applies with respect to Rules 86 and S-89.



Southward

Hot Springs Branch

Northward

SECOND CLASS				Station Numbers	SUBDIVISION 51a				M. P. from Hot Springs Jct.	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS	
35		87			STATIONS		36						88	
Freight		Freight			Time Table No. 2		Freight						Freight	
Daily	Daily Except Sunday	Daily	Daily Except Sunday		October 25, 1959		Daily	Daily Except Sunday					Daily	Daily Except Sunday
P.M.	A.M.	27136	JC.	BIDDLE	TO	.....	.....	Yard	RFWT	A.M.	P.M.	
7.00	9.00	27137	.....	HOT SPRINGS JCT.	.....	0.0	.....	.....	YYd	7.30	7.55
7.04	9.05	81142	.....	BRITAIN	P	4.9	66	.....	.....	6.50	7.45
7.13	9.35	81148	.....	VIMY RIDGE	P	11.5	49	9	.....	6.35	6.55	
88	9.55	81155	.....	BAUXITE	TO	18.8	86	.....	Yd	6.22	6.38	
7.23	10.15	.....	.....	MoPac Crossing	UX	22.1	.....	.....	.....	.....	.....
7.34	.....	81159	N	BENTON	TO	23.1	67	111	W	6.10	6.30		
7.41	11.00	81164	SK	HASKELL	TO	27.4	77	155	RYYd	6.00	6.20			
7.50	11.40	.....	.....	MoPac Crossing	.....	27.7	.....	.....	.....	A.M.	.....		
P.M.	.....	81167	.....	FRANCWAY	P	31.1	.....	5	.....	.....	5.50
.....	11.50	81176	.....	BUTTERFIELD	P	40.0	22	115	RYYd	.....	5.30	
.....	A.M.	81180	GS	JONES MILLS	TO	44.5	24	30	Yd	.....	5.00		
.....	12.15	81187	.....	LAKE CATHERINE	.....	50.7	.....	47	.....	.....	4.05
.....	P.M.	81193	HD	HOT SPRINGS	TO	57.0	6	171	RYYd W	.....	3.45		
.....	12.30	.....	.....	.....	.....	.....	.....	.....	.....	.....	P.M.
.....	12.55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	P.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Southward

Des Arc Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a				M. P. from Mesa	Signs	SECOND CLASS	
683		684					STATIONS		684				684	
Freight		Freight					Time Table No. 2		Freight				Freight	
Tues. Sat.	Tues. Sat.	Tues. Sat.	Tues. Sat.				October 25, 1959		Tues. Sat.	Tues. Sat.			Tues. Sat.	Tues. Sat.
A.M.	A.M.	89014	.....	50	.....	DES ARC	.....	13.5	RW	A.M.	A.M.			
11.30	11.30	27088	98	91	MS	MESA	TO	0.0	RY	10.50	10.00			
12.15	12.15	.....	.....	.....	.....	.....	.....	.....	.....	A.M.	A.M.			
P.M.	P.M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

TIME TABLE RULE NO. 14 IN EFFECT ON SUBDIVISIONS 51a AND 52a.

Southward

Camden Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 51c		M.P. from Butterfield	Signs	SECOND CLASS					
			695				STATIONS						696			
			Freight				Time Table No. 2						Freight			
			Daily except Sunday	October 25, 1959				Daily except Sunday								
				81176	90	22	..... BUTTERFIELD	0.0	RY	Yd					
			A.M. 12.01	82181	122	28	MR..... MALVERN..... *TO	5.0	RF	WY	Yd	A.M. 9.00				
				.....	22	.....	0.6 MoPac Crossing.....UX	5.6	.....	.....	.....		
			12.40	82190	13	42	..... LANDERS	13.8	.....	.....	.....	8.20		
			1.05	82200	8	14	..... WILLOW	23.6	.....	.....	.....	8.00		
			1.22	82208	29	.....	..... MANNING	31.8	.....	.....	.....	7.40		
			1.40	82216	24	48	RA..... SPARKMAN..... TO	40.1	.....	.....	.....	7.15		
			1.50	82220	9	.....	..... OUACHITA	44.6	.....	.....	.....	7.00		
			1.59	82224	16	.....	..... SMEAD	48.6	.....	.....	.....	6.50		
			2.20	82235	.....	52	..... SHUMAKER.....	58.5	.....	.....	.....	6.20		
			2.25	82237	15	.....	..... KENT.....	60.5	.....	.....	.....	6.15		
				.....	.....	.....	..... StLSW JCT.	60.5	.....	.....	.....		
			3.00 A.M.	82240	59	.....	CN..... CAMDEN.....) 63.2	63.2	FW	.....	.....	6.00 A.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 696 IS SUPERIOR TO No. 695.
TIME TABLE RULE No. 14 IN EFFECT BETWEEN MALVERN AND KENT.

Southward

Stuttgart Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c		M.P. from Mesa	Signs	SECOND CLASS					
			679				STATIONS						680			
			Freight				Time Table No. 2						Freight			
			Daily Except Sunday	October 25, 1959				Daily Except Sunday								
			P.M. 2.30	27088	84	91	MS..... MESA..... TO	0.0	RY	.....	.....	P.M. 12.20		
			3.00	84008	8	.....	..... BALLE	7.9	.....	.....	.....	A.M. 11.45		
			3.25	84014	6	18	..... KAY	14.0	Y	.....	.....	11.25		
				.....	.....	.....	..... StLSW Crossing.....UX	19.9	.....	.....	.....		
				.....	.....	.....	..... StLSW Crossing.....UX	20.6	.....	.....	.....		
			3.55 P.M.	84021	.....	50	G..... STUTTGART..... TO	20.8	RY	W	.....	11.00 A.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
TIME TABLE RULE No. 14 IN EFFECT.

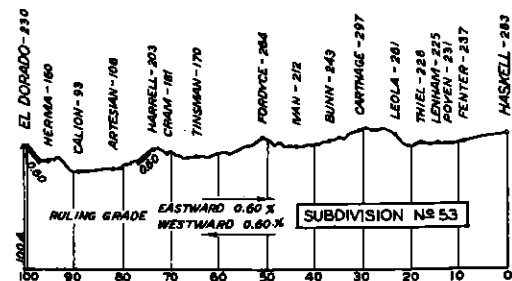
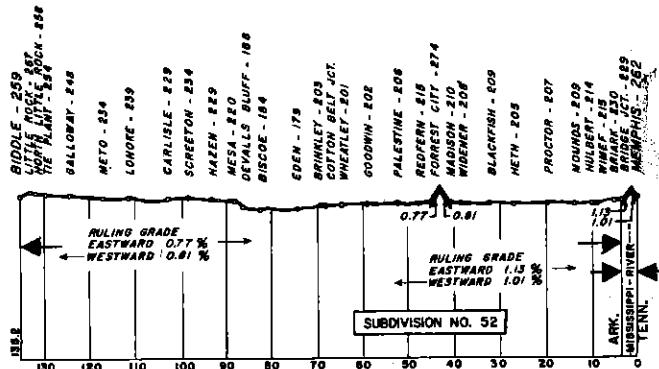
Southward

Main Line

Northward

SECOND CLASS			SUBDIVISION 53			STATIONS			SECOND CLASS		
		35									36
		Freight	Station Numbers	Capacity of Other Tracks	Capacity of Sidings				M. P. from Haskell	Signs	Freight
		Daily									Daily
		P.M.									A.M.
		8.20	81164	125	77	SK.....	HASKELL.....	★TO	0.0	RYYd	5.50
		8.35	85172	.73			FENTER.....		8.9		5.15
		8.41	85176	12		YN.....	POYEN.....	TO	12.4		5.05
		8.45	85178	17			LENHAM.....		14.2		5.00
		8.52	85182	22			THIEL.....		18.1		4.40
		9.00	85187	22	47	OA.....	LEOLA.....	TO	23.4		4.30
		9.12	85194	88			CARTHAGE.....		30.4		4.10
		9.22	85200	56			BUNN.....		36.5		3.50
		9.34	85207	26	48		IVAN.....		43.9		3.30
		10.05	85214	231	95	FY.....	FORDYCE.....	TO	50.7	WYd	3.15
							SILSW Crossing.....		50.8		
		10.50	85228	178	118	NS.....	TINSMAN.....	★TO	64.6	YYd W	1.45
		11.00	85233	80			CRAM.....		70.9		1.20
		11.05	85237	33	86	HR.....	HARRELL.....	TO	73.6		1.15
		11.20	85246		66		ARTESIAN.....		82.1		1.01
		11.35	85252	104	48	KN.....	CALION.....	TO	89.0		12.51
		11.50	85258		118		HERMA.....		95.6		12.40
		P.M. 12.30	85264	1520		DO.....	EL DORADO.....	★TO	100.4	RFWT YYd	12.30
		A.M.							100.4		A.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
FORM Y ORDERS AUTHORIZED



Southward

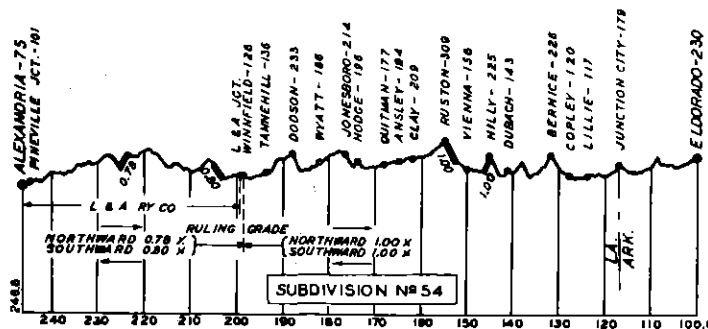
Main Line

Northward

SECOND CLASS		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 54 STATIONS		M. P. from Haskell	Signs	SECOND CLASS	
35	Time Table No. 2				36					
Freight	October 25, 1959				Freight					
Daily			Daily							
A.M.			P.M.							
2.30	85264	1710	.....	DO..... EL DORADO.....	★ TO	100.6	RFWT	10.45	
3.10	85280	80	52	JN..... JUNCTION CITY, ARK.-LA.	TO	116.7	YYd	9.10		
3.22	85287	10	36	..... LILLIE.....	.....	123.5	.....	8.50
3.30	85291	.....	48	..... COPLEY.....	.....	127.8	.....	8.40
3.38	85296	108	35	BN..... BERNICE.....	TO	132.2	.....	8.32	
3.59	85305	62	38	DU..... DUBACH.....	TO	141.2	.....	8.15	
4.10	85309	22	.....	..... HILLY.....	.....	145.5	.....	8.05
4.18	85314	.....	22	..... VIENNA.....	.....	150.3	.....	7.55
4.50	85319	160	61	RS..... RUSTON.....	TO	154.8	WYYd	7.45		
5.01	85326	9	33	..... IC Crossing.....	.....	.....	.....	7.15
5.05	85329	38	.....	..... CLAY.....	.....	161.8	.....	7.15
5.13	85332	30	48	SY..... ANSLEY.....	TO	164.7	.....	7.08	
5.25	85338	81	.....	..... QUITMAN.....	.....	168.3	.....	7.00
5.30	85340	74	28	..... NL&G Crossing.....	UX	173.4	.....	6.42
5.42	85346	28	32	HO..... HODGE.....	TO	174.0	Yd	6.37		
5.56	85352	11	53	JO..... JONESBORO.....	TO	176.4	.....	6.27	
6.16	85362	135	.....	..... WYATT.....	.....	182.4	.....	6.15
6.21	85363	155	.....	DN..... DODSON.....	TO	188.4	.....	5.55
6.37	.....	.....	.....	..... WINNFIELD YARD.....	.....	198.1	Yd	5.50
9.30 A.M.	85410	204	.....	W..... WINNFIELD.....	TO	199.3	RWY Yd	5.30	
				WN..... L&A JCT.....	TO	199.9	R			
				..... PINEVILLE JCT.....	.....	245.5	.....		
				AD..... ALEX. L&A YARD.....	TO	246.5	R			
				AX..... ALEXANDRIA.....	.....	246.8	RFWY Yd	4.00 P.M.	

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.
FORM Y ORDERS AUTHORIZED

Engines must not go beyond west end of planer mill shed on Davis Brothers Spur, Ansley.



Southward

Main Line

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 55			M. P. from Haskell	Signs	SECOND CLASS			
			37				STATIONS					38			
		Freight	Daily except Sunday				Time Table No. 2					Freight			Daily except Sunday
		P.M. 4.30	85410	204	.....	AX.....ALEXANDRIA.....	0.7	246.2	RFWYYd	P.M. 10.00				
		4.35	85411	.....	.....	.....ALEXANDRIA JCT.	0.4	246.6	.....	9.40			
			.....	.....	.....	.....T&P CROSSING.....	1.2	247.8	UX				
		5.00	85422	22	.....	.....T&P Crossing Lamourie	9.9	257.7	.....	9.10			
		5.10	85425	30	.....	.....LECOMPTÉ.....	3.3	261.0	W	9.00			
			85439	18	.....	.....EVANGELINE JCT.	13.8	274.8	Y-Yd				
		5.40	85440	32	.....	.....TURKEY CREEK.....	1.2	276.0	Yd	8.30			
		6.00	85446	23	.....	.....PINE PRAIRIE.....	8.4	282.4	.....	8.15			
		6.05	85448	25	.....	.....EASTON.....	2.1	284.5	.....	8.10			
		6.20	85456	32	12	.....MAMOU.....	8.3	292.8	W	7.55				
		6.40	.....	.....	.....	.....SO. PAC. JCT.	8.8	301.6	.....	7.35			
		7.00 P.M.	85465	.....	.....	.....EUNICE.....	57.1	302.6	RYYd	7.30 P.M.			

Trains Northward are superior to trains of the same class Southward, except No. 37 is superior to No. 38. Time table Rule No. 14 in effect.

Southward

Crossett Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53a			M. P. from Tinsman	Signs	SECOND CLASS			
			673				STATIONS					674			
		Mixed	Daily Except Sunday				Time Table No. 2					Mixed			Daily Except Sunday
		P.M. 9.00	85228	178	118	NS.....TINSMAN.....	0.0	0.0	RWYYd	P.M. 7.30					
		9.35	86235	95	48	.....BANKS.....	6.2	6.2	.....	7.05			
		9.50	86240	17	.....	.....CRANEY.....	4.7	10.9	.....	6.35			
			.....	.....	.....	.....W&SR JCT.	4.8	15.7	Yd				
		10.00	86246	75	48	.....HERMITAGE.....	1.1	16.8	Yd	6.15				
		10.15	86251	10	.....	.....INGALLS.....	4.8	21.6	.....	5.40			
		10.25	86253	.....	13	.....VICK.....	4.8	26.4	.....	5.25			
		10.35	86256	6	.....	.....BROAD.....	2.9	29.3	.....	5.10			
		10.45	86259	14	.....	.....STILLIONS.....	3.3	32.6	.....	5.00			
		11.00	86268	.....	16	.....WHITLOW.....	4.9	37.5	.....	4.45			
		11.15	86269	38	.....	.....WHITLOW JCT.	1.0	38.5	.....	4.40			
			.....	.....	.....	.....AD&N Crossing.....	4.5	43.0	UX				
			.....	.....	.....	.....MoPac Crossing.....	0.1	43.0	.....					
		11.45 P.M.	86274	208	.....	.....A&M JCT.	43.1	43.1	RFWYYd	4.00 P.M.			

Trains Northward are superior to trains of the same class Southward. Time table Rule No. 14 in effect.

SPEED RESTRICTIONS

LOCATION	LOCATION	Psg. Trains	Freight Trains
ALL SUBDIVISIONS			
Authorized speed through switch leads of turnouts as follows:			
No. 15	25		
No. 10	15		
Less than No. 10	10		
LOCATION OF No. 15 TURNOUTS			
Subdivision 52 MP 134 pole 31 crossover.			
Subdivision 52 MP 134 pole 33 End of two main tracks.			
Subdivision 51 MP 136 pole 14 Entrance West Lead.			
Subdivision 51a MP 39 pole 38 South end Malvern main track.			
MAXIMUM ENGINE SPEEDS			
1-3, 402-403, 409, 625-656, 632B-642B, 750-751	90		
400-401	85		
485-499, 621-623, 9002-9004, 9015-9016	80		
404-408, 410-411, 426-441, 675B-677B, 38-49, 70-127, 70B-73B, 88B-98B, 100B-123B, 675-677, 1200-1332	70		
128-143, 128B-136B, 450-474, 537-546, 765-772, 775-779, 811-824, 836-840, 795-797	63		
735-745, 598-599, 716-730, 758-764, 798-806, 9006-9011, 9013-9014, 9071	60		
825-835	55		
773-774 (towing speed 55 MPH)	50		
1000-1015	48		
529-536 (towing speed 65 MPH)	45		
700-707, 9012	40		
500-528, 550-563, 900-914 (towing speed 40 MPH)	35		
351, 361-377	30		
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals.	30		
Road freight or passenger diesels, other than road switchers, backing up	40		
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.			
Engines, except RDC cars running forward light or with only one car	Freight train speed		
Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.			
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Motor cars without cars approaching interlocking signals and within interlocking limits	10		
Weed Spray No. 2231 Operating or running light	30		
Trains handling Scale Test Cars	40		
Short wheel-base Ore Hoppers	30		
Snow plows and Diesel units with pilot plows while in road operation when meeting, passing or being passed by a passenger train.	5		
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burrow and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:			
SUBDIVISION 49	40		
SUBDIVISION 50	40		
SUBDIVISION 51	40		
SUBDIVISION 52	40		
SUBDIVISION 53	30		
SUBDIVISION 54	30		
SUBDIVISION 55	15		
SUBDIVISION 51A	25		
SUBDIVISION 51C	15		
SUBDIVISION 52A	15		
SUBDIVISION 52C	15		
SUBDIVISION 53A	25		
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made. Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car. Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern. Trains handling Biddle Wrecking Crane 95018 must not exceed speed of 15 MPH over bridges 1325, H-439, and LV-15.			
SUBDIVISION 49 (except as shown below)		59	50
MP 351-08 to MP 354-31		45	40
MP 365-00 to MP 367-08		25	25
MP 366-23 MKT crossing		25	25
MP 382-14 to MP 382-22		55	50
MP 387-11 to MP 394-10		50	45
MP 396-16 KOG crossing engine only		20	20
MP 397-20 to MP 397-26		30	30
Bridge 397B		30	20
MP 397-29 to MP 398-06		50	40
MP 401-00 to MP 401-08		40	35
MP 401-16 to MP 407-05 (except as shown below)		55	50
MP 405-03 to MP 405-10		55	45
MP 408-26 to MP 409-01		50	40
MP 410-26 SLSF crossing		20	20
MP 414-08 to MP 415-02 (except as shown below)		45	40
MP 414-08 to MP 414-16		40	35
MP 426-02 to MP 426-07		55	45
MP 431-27 to MP 432-02		50	45
MP 438-00 to MP 439-07		45	40
MP 447-10 to MP 448-01		25	25
SUBDIVISION 50 (except as shown below)		59	50
MP 251-16 to MP 253-01		30	25
MP 259-06 to MP 259-14		45	35
MP 265-22 to MP 266-07		50	45
MP 276-04 to MP 276-29		50	45
MP 277-30 to MP 277-34		50	40
MP 281-29 to MP 282-08		50	45
MP 283-15 to MP 283-23		50	45
MP 286-01 to MP 286-08		50	45
MP 293-25 to MP 294-18 (except as shown below)		40	35
MP 293-35 to MP 294-07		35	30
MP 295-14 KCS Crossing		20	20
MP 295-32 to MP 296-03		45	40
MP 298-20 to MP 299-00		45	40
MP 299-00 to MP 300-03 (except as shown below)		35	30
MP 299-23 to MP 299-28		30	25
MP 300-03 to MP 302-31 (except as shown below)		45	40
MP 300-24 to MP 300-32		40	35
MP 301-23 to MP 301-29		40	35
MP 301-29 SLSF Crossing		15	15
MP 303-10 to MP 303-23		55	50
MP 345-03 to MP 345-10		50	45
MP 347-09 to MP 347-15		50	45
MP 351-08 to MP 354-31		45	40
SUBDIVISION 51 (except as shown below)		59	50
MP 132-31 to MP 135-07		35	30
MP 135-07 to MP 136-30		20	20
MP 138-24 to MP 139-26		40	35
MP 139-33 Mo. Pac. Crossing		25	25
MP 139-26 to MP 140-20		25	25
MP 140-20 to MP 142-15		45	40
MP 146-17 to MP 146-33		25	25
MP 147-0 to MP 147-05		45	35
MP 148-32 to MP 149-02		45	35
MP 149-20 to MP 151-09		25	20
MP 151-09 to MP 153-03		40	35
MP 153-03 to MP 154-02		25	25
MP 154-02 to MP 161-05		45	35
MP 161-07 to MP 164-14 (except as shown below)		45	40
MP 161-07 to MP 161-15		30	25
MP 164-14 to MP 167-07		40	30
MP 167-07 to MP 169-11		40	30
MP 169-11 to MP 170-09		25	20
MP 170-09 to MP 171-25		40	30
MP 171-25 to MP 174-02 (except as shown below)		25	25
MP 173-04 to MP 173-15		55	50
MP 174-02 to MP 174-19		50	40
MP 178-05 to MP 179-32		40	35
MP 179-32 to MP 182-18		25	20
MP 212-09 to MP 212-17		50	45
MP 218-35 to MP 220-15		40	35
MP 232-19 to MP 233-09		45	40
MP 251-16 to MP 255-01		50	45
		30	25

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
SUBDIVISION 52 (except as shown below).....	70	50	SUBDIVISION 51C (except as shown below).....	40	40
Memphis - Entering 4th St. Yard.....	5	5	Butterfield—East leg wye.....	15	15
Memphis - I.C. Wye - Texas & Broadway.....	5	5	MP 0-00 to MP 0-21.....	15	15
Kentucky Street, Memphis to Briark.....	25	25	MP 0-21 to MP 2-25.....	20	20
MP 43 -20 to MP 45-01.....	45	40	MP 2-33 to MP 4-0.....	25	25
MP 44-28 - Mo. Pac. Crossing.....	35	35	MP 4-0 to MP 5-27.....	20	20
MP 69-8 StLSW Crossing.....	20	20	MP 11-21 to MP 12-0.....	25	25
MP 84-27 to MP 85-27 (except as shown below).....	55	40	MP 13-16 to MP 14-28.....	25	25
Br. 853.....	25	25	MP 16-13 to MP 16-28.....	25	25
MP 85-27 to MP 87-09.....	55	40	MP 18-21 to MP 43-25.....	25	25
MP 130-17 - Sr. L, S, W. Crossing.....	35	35	MP 52-8 to MP 60-17.....	25	25
MP 130-21 - MP 132-02.....	40	35			
MP 132-02 - MP 132-31 (except as shown below).....	30	30	SUBDIVISION 52A.....	20	20
MP 132-28 - East Mo. Pac. Crossing.....	20	20			
MP 132-31 to MP 135-07 (except as shown below).....	35	30	SUBDIVISION 52C.....	30	30
MP 133-18 - 9th Street Crossing.....	Restricted Speed				
SUBDIVISION 53 (except as shown below).....	50	40	SUBDIVISION 53A (except as shown below).....	30	30
MP 0-0 to MP 0-7.....	15	15	Bridge LV 317, 318, 319, MP 31-8 to MP 32-0.....	10	10
MP 13-11 to MP 13-25.....	45				
MP 19-23 to MP 20-2.....	45				
MP 30-12 to MP 30-21.....	40	35			
MP 31-24 to MP 31-26.....	45	35			
MP 44-7 to MP 44-20.....	40	30			
MP 46-35 to MP 47-25.....	40	30			
MP 50-5 to MP 50-14.....	40	30			
MP 50-26 StLSW Crossing.....	20	20			
MP 60-32 to MP 52-25.....	40	35			
MP 64-7 to MP 64-26.....	40	30			
MP 64-28 to MP 65-4.....	30	30			
MP 67-28 to MP 68-13.....	45	35			
MP 70-0 to MP 70-6.....	45	35			
MP 76-20 to MP 76-28.....	46	35			
MP 85-7 to MP 85-18.....	40	30			
Bridge 876 Over Steel portion.....	10	10			
MP 89-6 to MP 90-30.....	45	35			
MP 92-10 to MP 94-13.....	36	30			
MP 94-33 to MP 95-3.....	46	35			
MP 97-8 to MP 100-0.....	40	30			
MP 100-0 to MP 100-18.....	25	20			
SUBDIVISION 54 (except as shown below).....	45	40			
MP 100-18 to MP 101-0.....	10	10			
MP 101-0 to MP 115-18.....	35	35			
MP 116-11 to MP 116-18.....	30	25			
MP 120-0 to MP 138-21.....	35	30			
MP 142-30 to MP 154-4.....	35	30			
MP 154-18 to MP 155-10.....	20	20			
MP 156-22 to MP 160-7.....	20	35			
MP 168-17 to MP 177-21 (except as shown below).....	35	35			
MP 173-21 NL&G Crossing.....	15	15			
MP 186-11 to MP 188-33.....	35	35			
MP 188-33 to MP 191-25.....	40	35			
MP 191-25 to MP 192-17.....	35	30			
MP 192-17 to MP 198-30.....	40	35			
MP 198-34 to MP 199-30.....	15	15			
SUBDIVISION 55 (except as shown below).....	35	35			
MP 246-20 to MP 247-17.....	20	20			
MP 247-23 T&P Crossing.....	15	15			
MP 249-20 to MP 249-27.....	15	15			
MP 257-20 T&P Crossing.....	20	20			
MP 257-24 to MP 258-0.....	15	15			
MP 261-0 to 272-0 (except as shown below).....	30	30			
MP 267-17 to MP 267-22.....	20	20			
MP 301-0 to MP 301-19.....	15	15			
SUBDIVISION 51A (except as shown below).....	55	45			
MP 0-0 to MP 0-5.....	10	10			
MP 0-31 to MP 2-3.....	40	30			
MP 4-28 to MP 4-38.....	40	30			
MP 8-7 to MP 8-35.....	40	30			
MP 13-14 to MP 16-2.....	40	30			
MP 17-11 to MP 20-4.....	40	30			
MP 22-1 to MP 22-9.....	15	15			
MP 22-30 to MP 23-30.....	45	40			
MP 27-14 to MP 40-0 (except as shown below).....	45	40			
MP 27-25 Mo.Pac. Crossing.....	20	20			
MP 33-4 to MP 33-11.....	40	30			
MP 35-17 to MP 37-3.....	40	30			
MP 39-8 to MP 40-0.....	35	30			
MP 40-0 to MP 67-0 (except as shown below).....	40	25			
MP 41-29 to MP 44-8.....	30	20			
MP 44-14 to MP 44-30.....	20	15			
MP 44-30 to MP 46-18.....	30	20			
MP 46-18 to MP 48-0.....	25	15			
MP 48-10 to MP 52-39.....	30	20			
MP 53-0 to MP 63-19.....	20	15			
MP 63-32 to MP 66-21.....	30	20			
MP 66-35 to MP 66-9.....	20	15			
MP 66-16 to MP 67-0.....	30	20			

SPECIAL INSTRUCTIONS

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Maximum Height of
Water Above Rail

RDC cars 9002-9003-9004-9015-9016	5 inches
Diesel engines and motor cars	3 inches
Lightweight passenger cars	7 inches
Conventional passenger cars	12 inches

2. Little Rock and Biddle are the initial stations for southward trains, Subdivision 51a, originating there.

2a. Memphis is the initial station, Subdivision 52, for trains originating there.

2b. Alexandria is the initial station, Subdivision 54, for trains originating there.

2c. Eunice is the initial station, Subdivision 55, for trains originating there.

3. Trains originating Fourth St. Yard and Iowa St. Yard will obtain clearance at Briark instead of Memphis.

3a. StLSW eastward trains will obtain clearance at Brinkley instead of Cotton Belt Junction.

3b. StLSW conductors of westward trains will advise the operator at Brinkley by telephone, Cotton Belt Junction, when trains clear the main track.

3c. Westward trains, Subdivision 52, will not be required to secure clearance at East MoPac crossing MP 132.8.

3d. Trains may leave Hot Springs Jct. without clearance.

3e. Trains may leave Stuttgart, Haskell, Malvern, Hot Springs, Camden, Tinsman, Crossett and Winnfield without clearance when operator is not on duty and train order signal indicates proceed.

3g. Trains must not leave Brinkley without clearance.

3h. No. 683 may leave Des Arc without clearance.

3j. No. 679 and 684 may leave Mesa without clearance.

3k. Trains may leave Butterfield and Eunice without clearance.

3l. No. 37 may leave Alexandria without clearance when operator is off duty.

SPECIAL INSTRUCTIONS—Continued

4. Rule 83:

Haskell and Butterfield—Regular trains,
Mesa, Des Arc, Little Rock, Tinsman, Winnfield — — Trains
originating and terminating.

4a. StLSW trains will register at Brinkley instead of Cotton Belt Junction.

4b. First class trains will register at Brinkley and Hartshorne by Form 1339.

5. Bulletin Boards and General Order Books are located at:

Memphis—Central Sta. Memphis—Union Station. Memphis—Fourth St. Stuttgart Little Rock. Biddle—Yard. Biddle—Engine House. Booneville. Hartshorne	Shawnee. Malvern. El Dorado. Winnfield. L&A Jct. Alexandria. Crossett
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5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard Clocks are located at:

Memphis—Central Sta. Memphis—Union Station. Memphis—Fourth St. Little Rock. Biddle—Yard. Biddle—Engine House. Booneville. Hartshorne Shawnee.	Malvern. El Dorado. Camden—StLSW Station. Winnfield. L&A Jct. Alexandria—L. & A. Yard. Alexandria (Frt. Hse.) Crossett.
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7. Trains approaching train order signal displaying stop indication, will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

8. "f" Flag stop to receive or discharge traffic.
 "g" Conditional stop for revenue passengers only.
 "s" Regular stop.

11b. All trains and engines stop at all non-interlocked railroad crossings in Memphis Terminals, except crossings between Kansas Ave. and Florida St. where will be governed by hand signals.

11c. Railroad crossings at grade protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing
49	396.3	KO&G.....
51a	27.7	MoPac.....
52	130.5	StLSW.....
53	50.8	StLSW.....
55	257.7	T&P.....

11d. Railroad crossings at grade are protected by interlocking, except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
49	365.6	MKT.....	Gate...	Operator	.....	Red	Yellow
50	301.8	SL-SF.....	Gate...	Trainmen	.....	Red	Yellow
51a	22.1	MoPac.....	Gate...	Trainmen	.....	Red	Yellow
51c	5.6	MoPac.....	Gate...	Trainmen	.....	Red	Yellow
52	69.2	CRI&P.....	No Gate	.....	.....	.....	.....
52	69.2	StLSW.....	No Gate	.....	.....	.....	.....
52c	19.9	StLSW.....	Derails	Trainmen	CRI&P	.....	.....
52c	20.6	StLSW.....	Gate...	Trainmen	CRI&P	Red	Yellow
53a	38.5	AD&N.....	No Gate	.....	.....	.....	.....
53a	43.0	MoPac.....	No Gate	.....	.....	.....	.....
54	173.4	NL&G.....	Gate...	Trainmen	NL&G	Red	Yellow
55	247.8	T&P.....	Gate...	Trainmen	T&P	Red	Yellow

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table:

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. after (time) protect against Extra." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect in accordance with Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

16. Between Kent and Camden, trains will be governed by StLSW Time Table and operating rules.

CRI&P trains will enter and leave StLSW main track at Kent and at north siding switch, Camden.

16a. StLSW trains will enter and leave CRI&P main track at Briark and Cotton Belt Junction.

16b. Between L&A Jct. and Alexandria Jct. trains will be governed by L&A Time Table and operating rules.

16c. Between SP Jct. and Eunice trains will be governed by Southern Pacific Time Table and operating rules.

16d. Between Fourth Street Yard and Kentucky Street in Memphis, all trains and engines move at restricted speed. Between Kentucky Street and Briark, trains will be governed by Arkansas & Memphis Railway Bridge and Terminal Co. operating rules.

21. Interlocking at east Mo. Pac. RR Crossing, following whistles signals designate route desired:

Main Track..... One long.
 Siding..... One long, one short.

21a. At Holdenville interlocking following whistle signals designate route desired:

Main Track.... One long.
 Siding..... One short, one long, one short.

21b. At Ruston interlocking following whistle signals designate route desired:

Main Track.... One long.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
52	40.6	St. Francis	53	87.6	Ouachita
52	85.3	White	53a	31.7	Saline
52	132.5	Arkansas			

Trains will approach Arkansas River Bridge MP 132.5, Subdivision 52, prepared to stop, and must know draw bridge is closed before proceeding.

When necessary to open draw span, St. Francis and Saline River Bridges, train dispatcher will protect operation by train order and section foreman will protect with flagman, as per Rule 99.

All trains will approach Ouachita River Bridge, MP 87.6, Subdivision 53 at restricted speed and be prepared to stop if gate is in stop position.

SPECIAL INSTRUCTIONS—Concluded

28. Employees are notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	Mile Post	Kind o Structure
49	397.8	Bridge
49	405.7	Overhead Bridge
49	446.0	Bridge
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	347.1	Bridge
50	353.1	Overhead Bridge
61	136.2	Overhead Bridge
61	165.1	Overhead Bridge
61	170.4	Overhead Bridge
61	219.6	Overhead Bridge
61a	18.4	Overhead Bridge
61a	24.4	Overhead Bridge
61a	43.9	Overhead Bridge
61a	64.0	Overhead Bridge
61a	66.9	Overhead Bridge
61o	9.9	Overhead Bridge
61o	26.3	Overhead Bridge
62	40.6	Overhead Bridge
62	85.3	Overhead Bridge
62	132.5	Overhead Bridge
62	132.8	Overhead Bridge
63	45.4	Overhead Bridge
63	47.2	Overhead Bridge
63	60.7	Overhead Bridge
63	64.0	Overhead Bridge
63	87.8	Overhead Bridge
63	98.6	Overhead Bridge
63	100.2	Overhead Bridge
63a	31.7	Overhead Bridge
64	177.4	Overhead Bridge
64	192.0	Overhead Bridge
64	198.3	Overhead Bridge
64	246.4	Overhead Bridge

28a. On Subdivision 49 bridges Nos. 3804 and 3855 will not clear man on side of car.

28b. Subdivision 50 bridges Nos. 2728, 2766, 2788, 2837, 2863, 2897, and 3014 will not clear man on side of car.

- D. BERMAN, Asst. Supt., Little Rock, Ark.
 L. B. BURRIS, Asst. Trainmaster-Agent, Memphis, Tenn.
 J. F. BROSCHART, Trainmaster, El Dorado, Ark.
 D. E. VISNEY, Asst. Trainmaster, Little Rock, Ark.
 C. B. CAMP, Trainmaster, Road Foreman Equipment, McAlester, Okla.
 L. B. CLOSE, Master Mechanic, Little Rock, Ark.
 R. R. RICH, Road Foreman Equipment, Little Rock, Ark.
 R. C. CREGER, Chief Dispatcher
 S. W. DEWS, Night Chief Dispatcher

A. B. MORTON,
 J. E. WHITE,
 W. A. VANCE,
 J. E. FRASER,
 W. K. STEGALL,
 R. B. SARVIS,
 G. R. BUSH

Train Dispatchers,
 Little Rock, Ark.

At stations where emergency or dispatcher telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless the expected train is heard or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen or heard approaching.

31. Industrial or spur tracks between stations are located at:

Sub-Div	MP	Name	Car Capacity
49	417.4	Philips Spur.....	4
49	427.9	Halliburton Oil Well Cementing Co.	9
50	298.8	Sun River Mining Co.	10
51a	1.2	Twen Cen.	102
51a	3.1	Ward	70
51a	3.3	Peiser Spur	11
51a	4.1	Berger.....	38
51a	14.6	Brooks.....	47
51a	17.0	Lignite.....	56
51c	2.3	Cuffman Lumber Co.	10
51c	3.2	Rockport.....	10
51c	11.8	Durian.....	3
51c	18.3	Rolla.....	7
52	16.2	Edmonds on.....	17
52	34.0	Round Pond.....	28
52	49.9	Longino.....	70
52	80.5	Brasfield.....	11
52	91.7	Supreme Seed Co.	9
52	108.9	Sisemore.....	18
53	11.4	Kennedy Track.....	36
53	22.0	Toler Lbr. Co.	15
53	70.0	Gravel Pit.....	50
53	75.4	Unco.....	30
53a	12.1	Castleberry.....	4
53a	16.4	Hermitage Gravel Co.	33
53a	18.9	St. Francis Material Co.	19
54	108.3	Catesville.....	12
54	129.9	C. A. Reed Lumber Co.	16
54	130.5	Hunt Oil Co.	21
54	134.7	Claiborne Gasoline Co.	15
54	148.0	Farmers Spur.....	20
54	178.3	Rogers Spur.....	3
54	185.0	Hunt & Son Lumber Co.	13
54	185.2	Hunt & Son Lumber Co.	14
55	272.3	Meridian.....	20
55	284.7	Easton Oil Co.	4
55	288.8	Barber Bros.	10
55	289.8	Reddell.....	17
55	291.7	River Brand Rice Mills.....	7
55	291.8	Magnolia Oil Co.	26

The following letters and symbol indicate:

F—Fuel Station

P—Train Dispatchers Telephone

R—Train Register Station.

T—Turn Table.

W—Water Station—Diesel Engines.

Y—Wye.

UX—Railroad Crossing not protected by Interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

*—Radio Installation.

