

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, 3729 Washington Bldg.) Dr. G. L. Krause, District Surgeon; Dr. R. F. Higgins, Ass't. District Surgeon; Dr. H. S. Liggett, Consulting Surgeon; Dr. R. E. Nefringhaus, Consulting Surgeon; Dr. E. E. Mason, Specialist; Dr. G. V. Stryker, Dermatologist; Dr. B. W. Carter, (Col.) Peoples Hospital; Dr. Wm. F. Hardy, Eye Specialist; Dr. J. J. Costen, Local Surgeon; Dr. A. F. Bina, Eye, Ear, Nose & Throat Specialist; Dr. E. E. Hyndman, Consulting Surgeon; Dr. Wm. O. Beeke, District Surgeon; Dr. A. B. Jones, Neurologist; Dr. D. M. Skilling, Jr., Consulting Surgeon; Dr. Arthur Gaudsack, Consulting Surgeon; Dr. W. T. Barnhart, Urologist; Dr. A. C. Stutaman, District Specialist; Dr. O. F. Hampton, Orthopedic and Dr. W. E. Saver, Eye, Ear, Nose & Throat Specialist, (Beaumont Bldg.), Local Consultant.

DISTRICT SURGEONS
 East St. Louis, Ill. : Dr. Wm. A. Griffith
 Dr. E. C. Spitz, Specialist
 Ilmo, Mo. : Dr. G. T. Dorris
 Cape Girardeau, Mo. : Dr. H. V. Ashley
 Malden, Mo. : Dr. Homer Beall
 Paragould, Ark. : Dr. James A. Dillman
 Hornersville, Mo. : Dr. E. C. Cope
 Blytheville, Ark. : Dr. I. R. Johnson
 Jonesboro, Ark. : Dr. F. W. Luttig, Dr. H. A. Stroud, Dr. H. H. McAdams, (Dr. Oscar Cohen Eye, Ear, Nose & Throat Specialist)
 Brinkley, Ark. : Dr. M. H. Hendrix
 Memphis, Tenn. : Drs. C. H. & E. D. McKnight
 Dr. W. L. Howard, Specialist
 Dr. G. W. Musgrave
 Stuttgart, Ark. : Dr. M. C. John
 North Little Rock, Ark. : Dr. V. L. Eason
 Little Rock, Ark. : Dr. Glen Holmes
 Pine Bluff, Ark. : Dr. W. F. Love, Dr. T. Cunningham, Jr., Asst. Dist. Surg., Dr. V. L. Payne, Dr. G. C. Taylor, (Col.), Dist. Surgeon.
 Camden, Ark. : Dr. John B. Jameson
 Shreveport, La. : Dr. Chas. Given, Consultant
 Dr. Joe E. Heard Dr. Jno. L. Scales

LOCAL SURGEONS—(Treatment—Injury cases only)
 East St. Louis, Ill. : Dr. Walter Wilhelmj
 Duplo, Ill. : Dr. B. J. Marxer
 Chester, Ill. : Dr. J. W. Beate
 Rockview, Mo. : Dr. G. A. Sample
 Bell City, Mo. : Dr. Jno. Wilson
 Dexter, Missouri : Dr. W. C. Dickman
 East Prairie, Mo. : Dr. G. W. Whitaker
 New Madrid, Mo. : Dr. Wm. O'Bannon
 Gideon, Mo. : Dr. E. S. Ellis
 Wyatt, Mo. : Dr. C. H. Pease
 Caruthersville, Mo. : Dr. J. B. Linton
 Arbyrd, Mo. : Dr. J. W. Witta
 Truman, Ark. : Dr. G. O. Campbell
 Leachville, Ark. : Dr. A. E. Robinson
 Campbell, Mo. : Dr. Jno. L. Brown
 St. Francis, Ark. : Dr. W. I. Poole
 Piggott, Arkansas : Dr. E. W. McGuire
 Rector, Arkansas : Dr. J. B. Futrell
 Cardwell, Mo. : Dr. W. D. English
 Jonesboro, Ark. : Dr. J. W. Kamey
 Weiner, Ark. : Dr. Geo. B. Alcott
 Forrest City, Ark. : Dr. J. G. Gush
 Memphis, Tenn. : Dr. H. D. Jacobson, Dr. I. G. Duncan (Urologist)
 Dr. J. Malcolm Aste
 Clarendon, Ark. : Dr. N. E. Murphy
 Stuttgart, Ark. : Dr. M. C. John, Jr.
 DeWitt, Arkansas : Dr. W. H. Whitehead
 Humphrey, Ark. : Dr. A. Fowler
 Wabbaseka, Ark. : Dr. M. A. Shelton
 Alheim, Ark. : Dr. Robert P. Woods
 England, Ark. : Dr. O. D. Ward
 Hazen, Ark. : Dr. J. R. Lynn
 Cornerstone, Ark. : Dr. J. Ferguson
 Little Rock, Ark. : Dr. Wm. B. Grayson
 Dr. F. Walker Caruthers
 No. Little Rock, Ark. : Dr. Dickey Atkinson
 Pine Bluff, Ark. : Dr. C. K. Caruthers
 Rison, Ark. : Dr. W. G. Hancock
 Fordyce, Ark. : Dr. W. P. Ward
 Bearden, Ark. : Dr. J. E. Byrd
 Camden, Ark. : Dr. C. J. Rinehart
 Dr. C. S. Early
 Stephens, Ark. : Dr. J. P. Clements
 McNeil, Ark. : Dr. J. 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
 Dr. E. L. Armstrong
 Bradley, Ark. : Dr. E. L. Hammond
 Flala Dealing, La. : Dr. W. F. Bell
 Shreveport, La. : Dr. J. A. Hendrick

DENTISTS
 (Examination of Teeth, Advice, Cleanings, Treatments and Extraction Only)
 St. Louis, Mo. : Dr. F. C. Sullivan
 East St. Louis, Ill. : Dr. Edw. L. Grant (Col.)
 Dr. H. J. Forester
 Malden, Mo. : Dr. L. O. Wiscarver
 Blytheville, Ark. : Dr. Fred R. Cluid—Local Dentist
 Jonesboro, Ark. : Dr. C. B. Finch
 Stuttgart, Ark. : Dr. I. M. Bilsky
 Pine Bluff, Ark. : Dr. F. F. Harman
 Pine Bluff, Ark. : Dr. F. P. Lytes (Col.)
 Memphis, Tenn. : Dr. Wallace C. Ryan
 Shreveport, La. : Dr. Julian S. Bernard
 Dr. Wm. Henry Clark (Col.)

L. E. HOFFMAN, Inspector of Operation Tyler, Tex.
 H. A. DICKEY, Asst. Sup't.
 GEO. MOORE, Road Foreman of Engrs. South Limit Jonesboro Yard to Ilmo, Birds Point-New Madrid Subdivisions, East St. Louis Terminals..... Ilmo, Mo.
 W. V. KEITH, Asst. Sup't.
 F. R. GAMMILL, Road Foreman of Engrs. South Yard Limit Jonesboro Yard to South Limit Pine Bluff Yard, Little Rock-Stuttgart Subdivisions..... Pine Bluff, Ark.
 A. TOWNSEND, Asst. Sup't.
 F. R. GAMMILL, Road Foreman of Engrs. South Limit Pine Bluff Yard to North Limit Texarkana Yard, Shreveport Subdivision..... Pine Bluff, Ark.
 F. W. FERGUSON, Asst. Sup't. In charge of Terminals at St. Louis, E. St. Louis, Ilmo, Jonesboro and Pine Bluff, Pine Bluff, Ark.
 T. M. HUTSON, Asst. Sup't. in charge of trains and tracks, Blytheville, Memphis, Riverdale and Caruthersville Subdivisions..... Malden, Mo.
 E. W. BISSELL, Chief Dispatcher..... Ilmo, Mo.
 E. C. ROSS, Night Chief Dispatcher..... Ilmo, Mo.
 S. V. DOWNS, Chief Dispatcher..... Pine Bluff, Ark.
 J. C. GIBBONS, Chief Dispatcher..... Pine Bluff, Ark.
 S. J. McCARRA, Night Chief Dispatcher..... Pine Bluff, Ark.
 T. C. CLAYTON, Asst. Chief Dispatcher..... Pine Bluff, Ark.

TRAIN DISPATCHERS, Page 27

BERRYMAN HENWOOD
 Trustee

St. Louis
Southwestern
Railway Company
 DEBTOR

NORTHERN DIVISION

TIME TABLE
No. 6

Effective 12:01 A. M.

SUNDAY, MAR. 22, 1942

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.

TO ALL EMPLOYES:

This is a frank attempt to enlist your co-operation in a matter in which we are all vitally interested. As a transportation organization, we succeed if the service we render is satisfactory to our patrons. Our wages come out of the revenues earned from our services. When large revenues are earned, more wages are earned and more employes are required to render transportation service and maintain the plant and equipment. The rail carriers no longer enjoy a monopoly. The competition of airways, highways and waterways is increasing and we must meet the test or fall by the wayside.

Every employe, regardless of rank, constantly should strive to conduct himself with passengers or shippers in a manner that will clearly show that he derives pleasure in serving them.

Even though the service or information requested by a patron may not appear strictly within the scope of your assignment, friendly assistance will result often in securing or retaining revenues from which we all will benefit.

A satisfied customer is the surest proof of efficient service. A gruff response, a thoughtless remark or an indifferent attitude may offend a patron, and the loss of his good will may mean the loss of his patronage. When discussing any complaint, error or misunderstanding, no matter how or by whom caused, do not lose your temper or show the least displeasure.

STATION EMPLOYEES, who regularly come in contact with the public, personally or by telephone, should strive always to be tactful and sympathetic. This will make lasting friends for themselves and the company, and correspondingly increase their ability to influence revenues.

ON A PASSENGER TRAIN, the Conductor represents the company in contacting passengers, and is directly responsible for their safety and comfort. Of course, he should be assisted ably and courteously by all employes on his train.

Neatness in dress and appearance of all passenger trainmen is a prime necessity and is appreciated more and more by discriminating travelers.

Northern Division

Should a passenger train be delayed to the extent that a connecting train likely will be missed, the fact should be given to passengers in a courteous and considerate manner. Endeavor to relieve their anxiety about missing the desired connection and advise them correctly about a later connection.

Pullman passengers pay extra fare and railroad employes should never talk loudly in the aisles, washrooms or in the open vestibules of Pullman cars.

Coach and chair car passengers should not be disturbed by unnecessary noise, conversation or inconveniences of any kind, particularly at night.

While revenue passengers are entitled to preferred consideration in the matter of seats and accommodations, persons riding on passes are entitled to courteous treatment. Revenue passengers frequently ride our trains in company with one riding on a pass, who has recommended our service to the revenue passenger.

Passenger Conductors frequently should inspect all cars in their trains, especially the toilets, and require the porters to pick up all paper and other refuse regularly, and when necessary, to clean the cars and toilets promptly.

ENGINEMEN can contribute greatly to the comfort and enjoyment of passengers by maintaining their good record of smooth running, starting and stopping. Good equipment and track lose their attraction when a passenger train is roughly handled.

IN FREIGHT AND SWITCHING SERVICE, contacts made by employes in performing satisfactory switching contributes greatly to continued business from patrons and industries served. Rough handling of cars in trains and in switching not only damages equipment and shipments but also causes claims and creates resentment.

ALL EMPLOYES SHOULD REMEMBER that service is the only thing that we have to sell, and that efficient service courteously performed is the best guarantee of revenues and jobs.



Chief Operating Officer

INSTRUCTIONS PERTAINING TO ILLMO SUBDIVISION

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

At meeting points, Inferior trains must clear the time of No. 3 at least ten minutes.

A 2. No. 6 south of Jonesboro pick up at flag stations all outgoing mail and express and take it to Jonesboro where any part of it due to be dispatched in train No. 5 may be given to that train at Jonesboro, and the same applies to flag stop stations between Jonesboro and Bell City where train No. 6 will pick up all outgoing mail and express from these stations leaving any part of it due to be dispatched by train No. 5 at Bell City. It will be necessary for No. 6 to stop and examine mail boxes at flag stops between Weiner and Bell City and pick up any mail and express that may be in them.

Trains 5 and 6 will stop on signal at Randles, Perkins, Painton, M. P. 1-25.22 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 Frisco Crossing at Malden and cross-over No. 3 at North Malden and between Paragould and Blytheville Junction, expecting to find main track occupied by other trains.

A 5. Remote Control Switches located at each end of Ancell Cross-over, and at the south end of Ancell Lead, will be controlled by train dispatcher. When instructed by train dispatcher to enter Illmo Yard tracks at Fornfelt crossovers, train or yardmen will operate hand-thrown switches at such crossovers. There are no Block Signals immediately adjacent to the crossovers at Fornfelt to protect movements via or through such crossovers. See page 3, Bulletin No. 4-D, May 6, 1941.

A 6. The normal position of the switch at the end of Two Main Tracks at Quarry and Paront is for the southward track.

The normal position of the switch of Two Main Tracks at Dexter Jct. is for the northward track.

A 7. All trains may run with the current of Traffic from Illmo to Quarry without train orders or Clearance (Form 3140 or 3143).

A 8. Two Main Tracks.

Two Main Tracks extend from the connection with the Southern Illinois & Missouri Bridge track in north end of Illmo yard at Mile Post I-3.09 at the interlocking tower to Quarry (Mile Post I-10.61), just north of Frisco Junction, and from Paront (M. P. I-42.51) to the third switch north of the telegraph office at Dexter Junction. (M. P. I-50.15).

A 9. 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, govern train and engine movements between Illmo, M. P. I-3.31, and Dexter Junction, M. P. I-50.22.

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.

A 10. Spring Switches—North and South switch at Randles; North and South switch at Avert; End of Two Main Tracks at Paront; End of Two Main Tracks Dexter Jct.; North Switch at North Malden; South Switch at Malden; South Yard Switch at Jonesboro. Be governed by rule 207, page 13, Special Instructions No. 5.

A 11. Business Tracks not shown as Stations:

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Painton.....	I-25.22	14	Hilpit.....	I-47.05	29
Gaum.....	I-40.14	7	Townley....	I-63.41	10

A 12. No train order signal maintained at Jonesboro, all departing Trains will receive a Clearance (Form 3143) at this station.

A 13. Illmo is register station for St. L. S. W. trains only.

A 14. Freight trains permitted to carry passengers Nos. 53 and 54. Train register for Frisco Junction will be kept in tower at Rockview.

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.

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

E 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 6 will stop at Altheimer for revenue passengers destined Memphis, St. Louis and beyond.

Train 6 will stop at Ulm and Roe for revenue passengers only to, from and beyond Brinkley and Pine Bluff.

No. 6 south of Jonesboro pick up at flag stations all outgoing mail and express and take it to Jonesboro where any part of it due to be dispatched in train No. 5 may be given to that train at Jonesboro, and the same applies to flag stop stations between Jonesboro and Bell City where train No. 6 will pick up all outgoing mail and express from these stations leaving any part of it due to be dispatched by train No. 5 at Bell City. It will be necessary for No. 6 to stop and examine mail boxes at flag stops between Weiner and Bell City and pick up any mail and express that may be in them.

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

The schedule time of No. 3 at Pine Bluff Shops applies at the cross-over just north of Michigan Street crossing, at north end of yard. No. 3 will enter designated yard track through such crossover, unless otherwise instructed. When such train proceeds on main track south of this crossover, movement will be made at Restricted Speed.

E 4. All trains must approach and proceed at Restricted Speed between Memphis Junction and Brinkley Station; between Memphis Junction and Cotton Belt Junction; both Wye switches at Clarendon; through Stuttgart yard limits; expecting to find main track occupied by trains or engines of other subdivisions or railroads.

Second and inferior class and extra trains approach England Jct. at restricted speed expecting to find main track occupied by trains of other subdivisions.

E 5. Spring Switch—Jonesboro (South yard switch) be governed by Rule 207, page 13, Special Instructions No. 5.

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 Minot 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 lines shown in opposite column.

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

E 11. Trains will stop on signal at stations not shown on face of time table as follows:

STATIONS	M. P.	TRAIN Nos.	
Penrose.....*	176.34	5	6
Hilleman.....*	181.44	5	6
Wilkins.....	262.61	5	

E 12. Business Tracks not shown as stations:

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
Barson.....	179.29	2	Wilkins.....	262.61	8

E 13. 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 must be left set for Little Rock Subdivision.

E 14. No Train Order signal maintained at Pine Bluff Shops and Jonesboro, all departing trains will secure Clearance (Form 3143) at such stations.

E 15. Altheimer is register station for Nos. 50 and 51 and Little Rock Subdivision trains only.

E 16. Freight trains permitted to carry passengers Nos. 50, 51, 61, 62.

ILLMO SUBDIVISION—Southward

Capacity of Tracks in Cars		Distance from Birds Point	Distance from Grays Point	TIME TABLE No. 6 Effective MAR. 22, 1942	STATIONS	Station Numbers	FIRST CLASS		SECOND CLASS					THIRD CLASS	
Sidings	Other						5 Passenger Morning Star	3 Blue Streak	37 Mo.Pac.67 Freight	17 Fast Freight	41 Mo.Pac.65 Freight	19 Motor Special	39 Mo.Pac.361 Freight	55 C.&E.I.165 Freight	53 Local
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
					N...ST. LOUIS UNION STATION.....		L 10.45 PM								
					WASHINGTON AVE.....		S 10.53								
					WILLOWS.....		11.16								
					EAST ST. LOUIS CWYTXO.....		S 11.26 PM	L 7.10 PM		L 8.30 PM		L 4.30 PM			
					THEBES.....		f 2.10 AM								
					DN...ILLMO CWTXO.....	I 3 s	(2.15 AM) (2.20)	(10.10 PM) (10.15)	L 12.55 AM	(1.20 AM) (2.05)	L 6.50 PM	(8.30 PM) (8.40)	L 9.50 PM	L 5.30 PM	L 6.30 AM
					FORNFELT.....									f 6.32	
					ANCELL.....	I 6 f	2.23							f 6.34	
					QUARRY.....	I 10	2.30	10.25 AM	1.07	2.20	6.05	8.50	10.02	5.44	6.45
					FRISCO JUNCTION.....								A 5.45 PM		
					DN...ROCKVIEW.....	I 11								f 6.46	
					Mo.P.SLSF 5.41 Crossing										
					DN...DELTA.....	I 16 s	2.40	10.33	1.18	2.30	6.15	8.58	10.13 PM		f 7.02
					Mo.P. 5.26 Crossing										
Lap 143N 121S					DN...HANDLES.....	I 21	2.47 ¹⁷ ₃₆	10.40	1.31 ⁶	2.47 ⁵ ₃₆	6.30	9.05	10.23		s 7.20
					PERKINS.....	I 24	2.51								f 7.25
					N...MESLER.....	I 26	2.55	10.48	1.47	3.08	6.46	9.13	10.33		f 7.35
					D...BELL CITY.....	I 30 f	3.02	10.53	1.55	3.15	6.57	9.19	10.39		s 7.43
					ARDEOLA.....	I 32 f	3.08	10.57	2.05 ³ ₈	3.21	7.03	9.23 ¹ ₈	10.43		f 7.50
					DN...AVERT.....	I 38 f	3.14	11.08	2.13	3.30	7.19	9.34	10.53		f 8.05
					D...PARONT.....	I 42	3.25	11.15	2.20	3.40	7.30	9.41	11.00		8.15
					IDALIA.....	I 44 f	3.29								f 8.20
					DN DEXTER JCT.....	I 50	3.38	11.24	A 2.35 AM	3.54	A 8.00 PM	9.52	11.12		8.40
					Mo.P. 0.66 Crossing										
					D...DEXTER.....	I 51 s	3.41	11.25		3.55		9.54	11.13		s 8.50
					HAZEL.....		3.46	11.30		4.00		9.59	11.18		9.00
					D...BERNIE.....	I 60 s	3.56	11.37		4.08		10.07	11.26		s 9.20
					NORTH MALDEN.....	I 66	4.04	11.45 ⁶		4.19		10.16	11.34		9.35
					DN...MALDEN OCWYX.....	58 s	4.12			4.25 ²⁶		10.21	11.40 ⁶		s 9.55 ⁵⁴
					SLSF 3.49 Crossing										
					BRACY.....		4.17 ²⁶	11.57		4.31		10.26	11.46		10.05
					DN...CAMPBELL.....	65 s	4.26	12.03 AM		4.37		10.32	11.53		s 10.20
					SLSF 4.52 Crossing										
					ST. FRANCIS.....	70 f	4.34	12.10 ³ ₉		4.44		10.39	12.10 ^{AV} ₃		s 10.32
					DN...PIGGOTT.....	76 s	4.45	12.18		4.55		10.54 ⁶	12.29		s 10.42 ⁴⁴
					SLSF 3.27 Crossing										
					GREENWAY.....	79 f	4.51	12.23		5.01		11.00	12.34		f 10.53
					DN...RECTOR.....	86 s	5.04	12.33		5.14		11.10	12.44		s 11.15
					D...MARMADUKE.....	93 s	5.15	12.45		5.25		11.24	12.55		s 11.49 ¹⁶
					HALLIDAY.....	98	5.22	12.53		5.35		11.34	1.04		11.59
					NORTH PARAGOULD.....		5.28	12.59		5.43		11.42	1.10		f 12.40 PM
					BLYTHEVILLE JCT.....										
					DN...PARAGOULD KOWY.....	104 s	5.35	1.01		5.45		11.44	1.13		s 12.42
					Mo.P. 0.07 Crossing								A 1.15 AM		
					PARAGOULD JCT.....										
					Mo.P. 5.13 Crossing										
					BETHEL.....	109	5.43	1.08		5.55		11.54			f 1.05
					BROOKLAND.....	116 f	5.54	1.17		6.08		12.06 AM			f 1.25
					DN...GLENDALE.....	121	6.00	1.24		6.18		12.14			1.50
					SLSF 4.32 Crossing										
					DN...JONESBORO CWYTXO.....	125 A	6.10 AM	A 1.37 AM		A 6.30 ⁵⁴ AM		A 12.25 AM			A 2.10 PM
					(121.32)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
					Average Speed Per Hour...		34.26	39.01	26.14	29.73	21.65	35.02	32.25	29.28	17.13
					Schedule Time.....		3.50	3.22	1.40	4.25	2.10	3.45	3.25	6.15	7.40

See page 3 for Instructions pertaining to Illmo Subdivision.

ILLMO SUBDIVISION—Northward

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Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	SECOND CLASS						THIRD CLASS	
Slidings	Other				FIRST CLASS 6 Passenger Morning Star	36 Mo.Pac.74 Freight	26 Freight	44 Mo.Pac.360 Freight	38 Mo.Pac.60 Freight	16 Freight	18 Freight	56 C.&E.1,164 Freight	54 Local
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
			N. ST. LOUIS UNION STATION	A 7.12 AM								
			WASHINGTON AVE.	S 7.01								
			WILLOWS	6.39								
			EAST ST. LOUIS CWYTXO	S 6.29 AM					A 9.30 PM	A 6.35 AM		
			THEBES	f 2.35 AM								
			DN. ILLMO CWYXO	I 3 s 2.30 f 2.20 AM	A 3.35 AM	A 7.00 AM	A 2.40 PM	A 2.50 PM	s 4.00 PM s 3.30	s 12.30 AM s 11.00 PM	A 7.35 AM	A 1.15 PM
			FORNELT									f 1.10
			ANCELL	I 6 f 2.08								f 1.07
			QUARRY	I 10 1.56	3.12	6.22	2.12	2.22	3.02	10.25 J	7.21	12.56
			FRISCO JUNCTION								L 7.20 AM	
			DN. ROCKVIEW	I 11 1.42	3.00	6.10	2.00	2.10	2.50	10.13 J		f 12.55
			DELTA	I 18 s 1.42	3.00	6.10	2.00	2.10	2.50	10.13 J		f 12.45
			DN. RANDES	I 21 1.31 J	2.47 S		1.50	2.00	2.40	9.50		S 12.30
			PERKINS	I 24 1.23		6.00						f 12.15
			MEELER	I 26 1.16	2.23	5.48	1.35	1.47	2.29	9.38		f 12.10
			BELL CITY	I 30 f 1.07	2.15	5.41	1.27	1.39	2.22	9.30		S 12.02 PM
			ARDEOLA	I 32 f 12.59	2.05 J	5.36	1.20	1.32	2.17	9.23 J		f 11.57
			AVERT	I 38 f 12.46	1.45	5.27	1.00	1.15	2.08	9.11		f 11.45
			PARONT	I 42 12.36	1.35	5.15	12.45	1.00	1.66	9.04		11.35
			IDALIA	I 44 f 12.32								f 11.30
			DN DEXTER JCT.	I 50 12.20	L 1.15 AM	4.59	12.20	L 12.35 PM	1.40	8.52		11.17
			DEXTER	I 51 s 12.18					1.38	8.50		S 11.15
			HAZEL	I 53 12.10		4.57	12.12		1.31	8.43		10.50
			BERNIE	I 60 s 12.01 AM		4.40	11.50		1.21	8.34		S 10.40
			NORTH MALDEN	I 66 11.45 J		4.29	11.35		1.09	8.24		10.15
			MALDEN OCWYX	I 58 s 11.40 J		4.25 J	11.30		1.05	8.20		S 9.55 S
			BRACY	I 65 11.33		4.17 S	11.20		12.54	8.09		9.45
			CAMPBELL	I 65 s 11.25		4.01	11.10		12.46	8.01		S 9.35
			ST. FRANCIS	I 70 f 11.10		3.52	10.55		12.37	7.52		S 9.20
			PIGGOTT	I 76 s 10.54 J		3.40	10.42 S		12.25	7.40		S 9.10
			GREENWAY	I 79 f 10.44		3.33	10.30		12.18	7.33		f 8.45
			RECTOR	I 86 s 10.32		3.19	10.15		12.04 PM	7.19		S 8.30
			MARMDUKE	I 93 s 10.16		3.04	9.57		11.49 S	7.04		S 8.00
			HALLIDAY	I 98 10.04		2.54	9.45		11.39	6.54		f 7.40
			NORTH PARAGOULD	I 98 9.55		2.45	9.35		11.30	6.45		7.30
			BLYTHEVILLE JCT.									
			PARAGOULD XOWY	I 104 s 9.53		2.42	9.31		11.27	6.42		S 7.15
			PARAGOULD JCT.				L 9.30 AM					
			BETHEL	I 109 9.39		2.32			11.17	6.32		f 7.00
			BROOKLAND	I 116 f 9.28		2.20			11.05	6.20		f 6.48
			GLENDALE	I 121 9.18		2.10			10.55	6.10		6.40
			JONESBORO CWYXO	I 125 L 9.10 PM		L 2.00 AM			L 10.45 AM	L 6.00 PM		L 6.30 AM
			(131.32)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
			Average Speed Per Hour	6	36	26	44	38	16	18	56	54
			Schedule Time	25.42	20.10	26.26	21.33	20.85	27.65	26.26	29.28	19.45
				5.10	2.20	5.00	5.10	2.15	4.45	5.00	0.15	6.45

See page 3 for Instructions pertaining to Illmo Subdivision.

Northern Division

JONESBORO SUBDIVISION—Southward—Continued on Next Page

Capacity of Tracks in Cars		TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	FIRST CLASS					SECOND CLASS			
Sidelings	Other			Distance from Birds Point	601	1	605	5	3	19	17	15
					Passenger Lone Star	Passenger Lone Star	Passenger Morning Star	Passenger Morning Star	Blue Streak	Motor Special	Fast Freight	Fast Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		MEMPHIS.....		L 9.15 PM		L 7.40 AM						
Yd.	124.83	DN... JONESBORO TWCXO 6.82	125				L 6.25 AM	L 1.45 AM	L 12.40 AM	L 7.15 AM	L 7.00 PM	
	131.65	GILKERSON..... 1.57	132				f 6.34					
97	31 133.22	GIBSON..... 4.18	133				f 6.37	1.55	12.52	7.33	7.18	
112	36 137.40	OTWELL..... 8.02	137				f 6.45	2.00	12.58	7.41	7.26	
97	107 145.42	DN... WEINER..... W 4.15	146				s 7.02	2.10	1.10	7.54	7.39	
96	31 149.57	WALDENBURG..... 5.03	150				f 7.10	2.15	1.16	8.02	8.00	
113	51 155.20	D... FISHER..... 8.32	155				s 7.22	2.22	1.25	8.13	8.13	
92	54 161.52	D... HICKORY RIDGE..... 5.03	162				s 7.34	2.30	1.35	8.26	8.25	
97	16 167.45	Mo.P. TILTON..... 5.23	168				f 7.45	2.37	1.44	8.42 ⁵¹	8.37	
97	111 172.68	DN... FAIR OAKS..... YW 5.88	173				s 7.58	2.44	1.53	8.53	9.00	
97	11 178.56	BEMIS..... 8.27	178				8.08 ¹⁸	2.52	2.02	9.05	9.15	
113	44 186.93	D... HUNTER..... 5.26	187				s 8.25	3.02	2.14	9.20	9.27	
98	29 192.19	ZENT..... 2.15	192				f 8.35	3.08	2.23	9.32	9.37	
55	36 194.34	D... FARGO..... 3.66	194				f 8.40	3.11	2.27	9.37	9.43	
200	198.00	Mo. & A. NORTH BRINKLEY..... 0.65					8.45	3.16	2.34	9.45	9.50 ²⁸	
Yd.	Yd. 199.40	COTTON BELT JCT..... C.R.I. & P. 0.81		L 10.35 PM		L 9.05 AM						
	198.68	MEMPHIS JCT..... C.R.I. & P. 0.82		10.39		9.09						
126	199.00	DN... BRINKLEY... YWO 8.10	199	A 10.40 PM	L 10.43 ^{PM 15}	A 9.10 AM	s 8.50 9.20	3.19	2.38	10.00 ⁶²	10.43 ¹	
96	13 207.10	KEEVIL..... 6.03	207		10.53		f 9.31 ⁵²	3.29	2.50	10.15	11.05	
97	227 214.03	DN... CLARENDON YWX* Mo.P. 6.59	214		s 11.06		s 9.45	3.38	3.00	10.27	11.17	
97	27 220.62	N... ROE..... 4.55	221		11.21		f 10.01	3.53	3.15	10.42	11.37	
98	225.17	AURICH..... 1.10	225		11.27		10.06	4.00 ²	3.23	10.50	11.45	
22	226.27	ULM..... 3.74	226				f 10.09					
61	10 230.01	PARHAM..... 2.24	230		11.33		10.14	4.07	3.32	11.00	11.55	
91	232.25	NORTH STUTTGART..... 1.06			11.36		10.17	4.10	3.37	11.05	12.01 AM	
Yd.	Yd. 233.31	R.I.S. & S. STUTTGART YWXS 4.72	233		s 11.42		s 10.23	s 4.20	3.46 ²	11.07	12.30	
97	25 238.03	GOLDMAN..... 6.78	238		11.48		10.29	4.25	3.53	11.15	12.40	
97	35 244.81	D... HUMPHREY..... 6.78	245		11.57		f 10.40	4.35	4.02	11.27	12.53	
98	51 251.59	WABBASEKA..... 4.48	252		12.06 AM		f 10.51	4.45	4.12	11.39	1.06	
98	99 256.07	DN... ALTHEIMER..... Y* 0.63	256		12.12		f 10.59	4.52	4.19	11.47	1.15	
	256.70	ENGLAND JUNCTION..... 3.53										
97	42 260.23	ROB ROY..... 3.07	260		12.17		f 11.06	4.59	4.25	11.55	1.23	
96	263.30	MINOT..... 3.42			12.22		11.11	5.07 ¹⁶	4.32	12.02 ^{PM 18}	1.30	
Yd.	266.72	DN.PINE BLUFF SHOPS TWCXO	267		A 12.30 AM		A 11.18 AM	A 5.15 AM	A 4.40 AM	A 12.15 PM	A 1.40 AM	
		(41.89)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
				601	1	605	5	3	19	17	15	
		Average Speed Per Hour...		13.56	37.97	13.56	29.06	40.54	35.47	28.38	21.28	
		Schedule Time.....		0.05	1.47	0.05	4.53	3.30	4.00	5.00	6.40	

See page 3 for instructions pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Southward—Concluded

Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	THIRD CLASS			
Sidings	Other				61 Local	51 Local	627 Freight	625 Freight
		STATIONS		Daily Except Sunday	Daily Except Sunday	Daily	Daily	
			MEMPHIS.....			L 7.30 AM	L 8.30 PM	
	Yd.	JN	DN...JONESBORO TWCXO 6.52	125	L 6.35 AM			
			GILKERSON..... 1.57	132				
97	31		GIBSON..... 4.18	133	f 6.53			
112	36		OTWELL.....* 8.02	137	f 7.01			
97	107	W	DN.....WEINER.....W 4.15	146	s 7.25			
96	31		WALDENBURG.....* 5.03	150	f 7.35			
113	51	FI	D.....FISHER.....* 6.32	155	s 7.50			
92	54	HK	D...HICKORY RIDGE.....* 5.03	162	s 8.05			
97	16		TILTON.....* Mo.P. 5.23 Crossing	168	f 8.42 ¹⁷ ₁₆			
97	111	FA	DN...FAIR OAKS.....YW 5.58	173	s 9.10			
97	11		BEMIS..... 8.57	178	f 9.25			
113	44	UN	D.....HUNTER.....* 5.26	187	s 9.45			
98	29		ZENT.....* 2.15	192	f 9.55			
55	36	FR	D.....FARGO.....* M. & A. 3.06 Crossing	194	s 10.05			
200			NORTH BRINKLEY..... 9.05		10.30 ¹²			
Yd.	Yd.		COTTON BELT JCT..... C.R.I. & P. 0.81 Crossing			A 10.00 AM	A 10.45 PM	
			MEMPHIS JCT.....					
126		B	C.R.I. & P. 0.32 Crossing DN...BRINKLEY...YWO 8.10	199	s 10.45			
96	13		KEEVIL.....* 6.59	207	f 11.05			
97	227	CN	DN...CLARENDON, YWX* Mo.P. 6.59 Crossing	214	s 11.30			
97	27		N.....ROE.....* 4.55	221	s 11.50			
98			AURICH..... 1.10	225				
	22		ULM.....* 3.74	226	f 12.02 PM			
61	10		PARHAM..... 2.24	230	f 12.10			
91			NORTH STUTTGART... 1.06		12.15			
Yd.	Yd.	Z	R.I.S. & S. Crossing DN...STUTTGART, YWXX 4.72	233	s 12.58 ¹⁸			
97	25		GOLDMAN..... 6.78	238	1.08			
97	35	HU	D.....HUMPHREY.....* 6.78	245	s 1.30			
98	51		WABBASEKA.....* 4.45	252	s 1.50			
98	99	AU	DN...ALTHEIMER.....Y* 0.83	256	s 2.05	L 11.30 AM		
			ENGLAND JUNCTION... 3.53					
97	42		ROB ROY..... 3.07	260	f 2.13	11.38		
96			MINOT..... 3.42		2.20	11.45		
	Yd.	CB	DN.PINE BLUFF SHOPS TWCXO (141.89)	267	A 2.30 PM	A 11.50 ¹⁸ _{AM}		
				Daily Except Sunday	Daily Except Sunday	Daily	Daily	
				61	51	627	625	
			Average Speed Per Hour...		17.92			
			Schedule Time.....		7.55			

See page 3 for Instructions pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Northward—Continued on Next Page

Capacity of Tracks in Cars		Distance from Birth Point	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	FIRST CLASS				SECOND CLASS			
Siding	Other				2 Passenger Lone Star	602 Passenger Lone Star	6 Passenger Morning Star	606 Passenger Morning Star	16	18	26	
									Freight	Freight	Freight	
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			MEMPHIS.....		A 7.00 AM		A 7.55 PM					
Yd.	124.83	DN...	JONESBORO TWCXO 6.82	125		A 8.50 PM		A 10.15 AM	A 5.05 PM	A 12.30 AM		
	131.65	DN...	GILKERSON 1.57	132		f 8.35						
97	31	133.22	GIBSON.....	133		f 8.31		9.55	4.45	12.08 AM		
112	36	137.40	OTWELL.....*	137		f 8.23		9.44	4.34	11.59		
97	107	145.42	DN.....WEINER.....W	146		s 8.10		9.26	4.16	11.41		
96	81	149.57	WALDENBURG.....*	150		f 8.00 15		9.16	4.06	11.31		
113	51	155.20	D.....FISHER.....*	155		s 7.50		9.05	3.54	11.19		
92	54	161.62	D...HICKORY RIDGE.....*	162		s 7.39		8.53	3.40	11.05		
97	16	167.45	TILTON.....*	168		f 7.27		8.42 61	3.27	10.52		
97	111	172.65	Mo.P. FAIR OAKS.....YW 5.88	173		s 7.16		8.20	3.15	10.40		
97	11	178.56	BEMIS.....	178			7.04	8.08 5	3.03	10.28		
113	44	186.93	D.....HUNTER.....	187		s 6.52		7.48	2.47	10.12		
98	29	192.19	ZENT.....	192		f 6.42		7.40	2.37	10.02		
55	36	194.34	D.....FARGO.....*	194		f 6.37		7.36	2.32	9.57		
200		198.00	M. & A. NORTH BRINKLEY..... 0.65				6.30	7.30	2.25	9.50 15		
Yd.	Yd.	199.49	COTTON BELT JCT..... C.R.I. & P. 0.81			A 5.00 AM		A 6.20 PM				
		198.68	MEMPHIS JCT.....			4.52		6.14				
126		199.00	C.R.I. & P. BRINKLEY.....YWO 8.10	199	A 4.48 AM	L 4.51 AM	s 6.27 6.05	L 6.13 PM	7.20	2.10	9.20	
96	13	207.10	KEEVL.....*	207	4.34		5.52		7.06	1.56	9.03	
97	227	214.03	DN...CLARENDON, YWX* Mo.P. 6.59	214	s 4.24		s 5.42		6.51	1.41	8.48	
97	27	220.62	N.....ROE.....*	221	4.06		5.25		6.31	1.21	8.28	
98		225.17	AURICH.....	225	4.00 J		5.19		6.23	1.13	8.20	
	22	226.27	ULM.....*	226								
61	10	230.01	PARHAM.....	230	3.54		5.13		6.15	1.05	8.12	
91		232.25	NORTH STUTTART.....		3.51		5.10		6.11	1.01	8.08	
Yd.	Yd.	233.31	R.I.S. & S. STUTTART, YWYO 4.72	233	s 3.46 19		s 5.06		6.08	12.58 61	8.05	
97	25	238.03	GOLDMAN.....	238	3.40		5.00		5.59	12.49	7.56	
97	35	244.81	D.....HUMPHREY.....*	245	3.31		4.52		5.46	12.37	7.43	
98	51	251.50	WABBASEKA.....*	252	3.22		4.44		5.33	12.25	7.30	
98	99	256.07	DN...ALTHEIMER.....Y*	256	3.17		4.39		5.25	12.17	7.22	
		256.70	ENGLAND JCT.....									
97	42	260.23	ROB ROY.....	260	3.12		4.34		5.18	12.10	7.15	
97		263.30	MINOT.....		3.07		4.29		5.07 3	12.02 17	7.05	
	Yd.	266.72	DN.PINE BLUFF SHOPS TWCXO	267	L 3.02 AM		L 4.25 PM		L 5.00 AM	L 11.50 51	L 7.00 PM	
			(141.89)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
					2	602	6	606	16	18	26	
			Average Speed Per Hour...		38.33	7.53	32.12	9.69	27.03	27.03	25.80	
			Schedule Time.....		1.46	0.09	4.25	0.07	5.15	5.15	5.30	

See page 3 for Instructions Pertaining to Jonesboro Subdivision.

JONESBORO SUBDIVISION—Northward—Concluded

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Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	THIRD CLASS				626 Freight	628 Freight		
Sidings	Other				62 Local	50 Local							Daily Except Sunday	Daily Except Sunday
			STATIONS					Daily	Daily			
			MEMPHIS.....					A 5.30 AM	A 5.30 PM			
	Yd.	JN	DN... JONESBORO TWCXO	125	A 2.10 PM							
			6.82 GILKERSON.....	132	1.55							
97	31		1.57 GIBSON.....	133	f 1.50							
112	36		4.18 OTWELL.....	137	f 1.35							
97	107	W	8.02 DN... WEINER.....W	146	s 1.15							
96	31		4.15 WALDENBURG.....	150	f 12.50							
113	51	FI	5.03 D... FISHER.....	155	s 12.35							
92	54	HK	6.32 D... HICKORY RIDGE.....	162	s 12.20							
97	16		5.93 TILTON.....	168	f 12.05 PM							
97	111	FA	Mo.P. 5.23 DN... FAIR OAKS.....YW	173	s 11.50							
			5.88 BEMIS.....	178	f 11.25							
113	44	UN	8.37 D... HUNTER.....	187	s 11.05							
98	29		5.26 ZENT.....	192	f 10.50							
55	36	FR	2.15 D... FARGO.....	194	s 10.40							
200			M. & A. 3.66 NORTH BINKLEY.....	195	10.30 ⁶¹							
	Yd.	Yd.	COTTON BELT JCT.....					L 3.00 AM	L 3.00 PM			
			C.R.L. & P. 0.81 Crossing									
			MEMPHIS JCT.....									
126		B	C.R.L. & P. 0.82 DN... BRINLEY... YW	199	s 10.00 ¹⁷							
			8.10 KEEVIL.....	207	f 9.31 ⁵							
96	13		6.93 CLARENDON, YWX	214	s 9.00							
97	227	CN	Mo.P. 6.59 Crossing									
97	27		N... ROE.....	221	s 8.15							
98			4.55 AURICH.....	225	8.03							
	22		1.10 ULM.....	226	f 8.00							
61	10		3.74 PARHAM.....	230	f 7.52							
91			2.24 NORTH STUTTGART.....	233	7.47							
Yd.	Yd.	Z	1.06 R.L.S. & S. Crossing									
143			DN... STUTTGART, YWX	233	s 7.45							
			4.72 GOLDMAN.....	238	7.15							
97	25		6.78 HUMPHREY.....	245	s 7.00							
97	35	HU	6.78 WABASEKA.....	252	s 6.40							
98	51		4.48 ALTHEIMER.....Y*	256	s 6.25	A 1.35 PM						
98	99	AU	0.63 ENGLAND JUNCTION.....	260	f 6.15	1.27						
			3.53 ROB ROY.....	260	f 6.15	1.27						
			3.07 MINOT.....	267	6.05	1.20						
96			3.42 DN.PINE BLUFF SHOPS	267	L 6.00 AM	L 1.15 PM						
	Yd.	CB	TW CXO									
			(141.89)		Daily Except Sunday	Daily Except Sunday		Daily	Daily			
					62	50		626	628			
			Average Speed Per Hour...		17.35	31.95						
			Schedule Time.....		8.10	0.20						

See page 3 for Instructions pertaining to Jonesboro Subdivision.

PINE BLUFF SUBDIVISION—Southward—Continued on Next Page

Capacity of Tracks In Cars		Distance from Brigs Point	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	FIRST CLASS								
Sidings	Other				1 Passenger Lone Star Daily	5 Passenger Morning Star Daily	801 Passenger Lone Star Daily						
		266.72	DN PINE BLUFF SHOPS... Mo.P. 0.97 Crossing	267	L 12.37 AM	L 11.25 AM							
Yd.	Yd.	267.69	Mo.P. PINE BLUFF... 1.10 Crossing	268	S 12.47	S 11.37							
		268.70	Mo.P. M. P. JUNCTION... 0.52 Crossing		12.50	11.40							
107		269.81	D. SOUTH PINE BLUFF... 4.90		12.51	11.41							
83	14	274.21	.....SORRELLS.....	274	12.57	11.47							
74	19	278.55	.....FAITH.....	279	1.03	11.53							
61	11	283.21	.....KEDRON.....*	283	1.09	11.59							
	24	285.63	.....PEACE.....	286									
96	73	289.80	DN.....RISON.....*	290	f 1.18	S 12.09 PM							
93	26	297.06	.....SALINE.....	297	1.27	12.18							
73	60	299.79	D.....KINGSLAND.....*	300	1.30	S 12.23							
109S	Yd.	307.40	C.R.I.&P. 7.51 Crossing DN.....FORDYCE.....X*	307	S 1.42	S 12.35							
73N			5.57										
104	22	312.07	.....THORNTON.....*	313	1.49 2	f 12.42							
27		315.56	.....LITTLE BAY.....	316									
73	53	321.19	DN.....BEARDEN.....W*	321	1.59	S 12.53							
59	342	324.93	.....GRAVEL PIT.....Y	325	2.04	12.58							
73	41	327.39	.....EAGLE MILLS.....*	327	2.07 16	1.01							
	40	328.93	.....ONALASKA.....	329									
74	4	332.17	.....VAN DUZER.....	332	2.13	1.07							
		333.30	.....WARNER.....Y	333									
	10	334.91	D.....KENT.....	335	2.16	1.10							
60	Yd.	337.28	.....NORTH CAMDEN.....X		2.21	1.15							
58	Yd.	337.64	Admiral Block DN.....CAMDEN.....W Mo.P. 2.77 Crossing	338	S 2.26	S 1.20 66							
105	Yd.	340.41	.....HERBERT.....Y-O	340	2.30	1.24							
53	10	344.26	.....FINN.....	344	2.35	1.29							
72	28	348.94	DN...BUENA VISTA.....*	349	2.41	1.35							
74	28	353.72	.....OGE MAW.....*	354	2.47	1.41							
115	46	357.93	D.....STEPHENS.....*	358	2.53 28	S 1.49							
73	6	363.19	.....MILNER.....	363	3.00	1.59 6							
140	106	368.05	DN.....McNEIL.....Y*	368	f 3.08	S 2.07							
147	67	373.26	D.....WALDO.....*	373	3.15	S 2.17							
74	4	376.83	.....LUMBER.....	377	3.20	2.22							
72	18	381.39	D.....BUCKNER.....*	381	3.26	2.28							
91	214	385.20	DN.....STAMPS.....*W L.&A. 4.48 Crossing	385	f 3.34	S 2.34							
121	Yd.	389.68	DN.....LEWISVILLE.....X 0.57	390	S 3.50	S 2.42	L 4.05 AM						
		390.25	.....SHREVEPORT JCT..... 3.63 W-O-Y				A 4.10 AM						
73	9	393.88	.....SPIRIT LAKE.....	395	3.57	2.48							
73	53	397.63	DN..GARLAND CITY.....*	398	4.06	2.56							
74		403.36	.....McKINNEY.....	403	4.15	3.05							
72	34	410.19	DN.....GENOA.....*	410	4.25	3.15							
72		414.87	.....GERTRUDE.....	415	4.32	3.22							
Yd.	Yd.	419.15	DN.TEXARKANA YD. TYWXO T.&P.K.C.S.O. 4IT.&P.Crossing	419	A 4.40 AM	A 3.30 PM							
			.....TEXARKANA.....		A 4.45 AM	A 3.35 PM							
			(152.45)		Daily	Daily							
					1	5	801						
			Average Speed Per Hour		36.98	36.68	6.84						
			Schedule Time		4.08	4.10	0.05						

PINE BLUFF SUBDIVISION—Southward—Concluded.

Capacity of Tracks In Cars		Siding	Other	Telegraph Calls	TIME TABLE No. 6 Effective MAR. 22, 1942	STATIONS	Station Numbers	SECOND CLASS				THIRD CLASS				
								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.697		
		Daily	Daily	Daily	Daily	Daily Exc.Sun.	Daily Exc.Sun.	Daily Exc.Sun.								
		Yd.	Yd.	CB	DN PINE BLUFF SHOPS... Mo.P. 0.97 Crossing	267	L 5.00 AM	L 5.30 AM	L 1.00 PM	L 1.30 PM	L 8.00 AM					
					..... PINE BLUFF Mo.P. 1.10 Crossing	268									
					..... M. P. JUNCTION Mo.P. 1.10 Crossing		5.10	5.40	1.10	1.40	f 8.10				
107				S	D..SOUTH PINE BLUFF... 0.52 4.90		5.12	5.45	1.12	1.42	8.15					
83	14				.....SORRELLS..... 4.34	274	5.20	5.55	1.20	1.50	f 8.25				
74	19				.....FAITH..... 4.66	279	5.27	6.04	1.27	1.57	f 8.35				
61	11				.....KEDRON..... 2.42	283	5.35	6.14 ²⁸	1.35	2.05	f 8.45				
	24				.....PEACE..... 4.17	286					f				
96	73	RX	DN	.....RISON..... 7.96 MP294.91 W	290	5.45 ²⁸	6.27	1.45	2.15	s 9.27 ¹⁸					
93	26				.....SALINE..... 2.73	297	6.00	6.42	2.00	2.30	f 9.45				
73	60	KD	D	.....KINGSLAND..... C.R.I. & P. 7.61 Crossing	300	6.05	6.48	2.05	2.35	s 9.57					
109S 73N	Yd.	FY	DN	.....FORDYCE..... X* 5.57	307	6.17	7.03	2.17	2.47 ⁶⁶	s 10.30					
	104	22			.....THORNTON..... 2.59	313	6.27	7.15	2.25 ⁶⁶	3.10 ⁶	s 10.45				
	27				.....LITTLE BAY..... 5.63	316					f				
73	53	BN	DN	.....BEARDEN..... W* 3.74	321	6.39	7.28	2.36	3.23	s 11.05					
59	342				.....GRAVEL PIT..... Y 2.46	325	6.45	7.34	2.41	3.28	f 11.13				
73	41				.....EAGLE MILLS..... * 1.54	327	6.49	7.39	2.52 ⁶	3.32	f 11.18				
	40	37			.....ONALASKA..... 3.24	329	6.52	7.46	2.58	3.35	f 11.21				
	74	4			.....VAN DUZER..... 1.13	332	6.57	7.53 ¹⁸	3.07	3.40	f 11.26				
					.....WARNER..... Y 1.41	333									
	10	K	D	.....KENT..... 2.37	335	7.02	7.59	3.12	3.45	f 11.32			L 2.44 ^{PM}		
60 Yd. 58	Yd.	CD	DN	.....NORTH CAMDEN..... X 0.36 Mo.P. 2.77 Crossing	338	7.09	8.15	3.20	3.53	11.40			A 2.54 ^{PM}		
					.....CAMDEN..... W 2.77					A 11.45 AM	L 7.30 AM				
105	Yd.			Almond Bluff	.....HERBERT..... Y-O 3.85	340	7.19	8.22	3.25	4.05			7.35 ¹⁸		
53	10				.....FINN..... 4.68	344	7.26 ¹⁸	8.30	3.32	4.14	f 7.50				
72	28	BI	DN	.....BUENA VISTA..... * 4.78	349	7.35	8.38	3.45	4.26	f 8.05					
74	28				.....OGEMAW..... * 4.21	354	7.45	8.46	3.56	4.38	s 8.20				
115	46	HN	D	.....STEPHENS..... * 5.26 MP362.92 W	358	7.54	8.53 ⁶⁷	4.06	4.48	s 8.53 ⁴³					
73	6				.....MILNER..... 4.86	363	8.04	9.02	4.15	4.57	f 9.25 ⁶⁸				
140	106	MN	DN	.....McNEIL..... Y* 5.21	368	8.13	9.10 ⁶⁸	4.25	5.07	s 10.00					
147	67	BF	D	.....WALDO..... * 3.57	373	8.22 ⁶⁸	9.19	4.35	5.17	s 10.20					
74	4				.....LUMBER..... 4.59	377	8.27	9.33	4.42	5.24	f 10.35				
72	18	CK	D	.....BUCKNER..... * 3.81	381	8.34	9.42	4.53	5.33	s 10.55					
91	214	BU	DN	.....STAMPS..... W* 4.48 Crossing	385	8.41	9.50	5.03	5.42	s 11.15					
121 Yd.	Yd.	WV	DN	.....LEWISVILLE..... X 0.57	390	8.51	10.10 10.30	A 5.15 PM	5.55 ²⁶	s 11.45					
					.....SHREVEPORT JCT. W-O-Y 3.63										
73	9				.....SPIRIT LAKE..... 3.75	395	9.01	10.40		6.06			11.55		
73	53	GC	DN	.....GARLAND CITY..... * 5.73	398	9.10	10.49		6.16	s 12.05 PM					
74					.....McKINNEY..... * 6.83	403	9.20	11.01		6.28	12.17				
72	34	G	DN	.....GENOA..... * 4.68	410	9.32	11.15		6.43	f 12.32					
72					.....GERTRUDE..... 4.29	415	9.41	11.25		6.56	12.50 ⁶				
Yd.	Yd.	X	DN	.....TEXARKANA YD. TYWYO T.&P.K.C.S.041T.&P.Crossing	419	A 10.00 AM	A 11.45 AM		A 7.15 PM		A 1.00 PM				
					.....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	24.32	28.93	26.51	18.91	14.82	14.22			
					Schedule Time		5.00	6.15	4.15	6.45	3.45	5.30	0.10			

12		PINE BLUFF SUBDIVISION—Northward—Continued on Next Page									
Capacity of Tracks In Cars	Stations	Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942		Station Numbers	FIRST CLASS					
			6	2		802					
			Passenger Morning Star	Passenger Lone Star	Passenger Lone Star						
			Daily	Daily	Daily						
			STATIONS								
			DN PINE BLUFF SHOPS	267	A 4.20 PM	A 2.56 AM					
			Mo.P. PINE BLUFF	268	S 4.15	S 2.51					
			Mo.P. M. P. JUNCTION		4.05	2.43					
			D. SOUTH PINE BLUFF		4.04	2.42					
			SORRELLS	274	3.58	2.36					
			FAITH	270	3.53	2.31					
			KEDRON	283	3.48	2.26					
			PEACE	286							
			DN RISON	290	3.40	f 2.19					
			Mo.P. SALINE	297	3.31	2.10					
			D. KINGSLAND	300	3.28	2.07					
			C.R.I. & P. FORDYCE	307	S 3.19	S 1.58					
			THORNTON	313	3.10	1.49					
			LITTLE BAY	316							
			DN BEARDEN	321	3.00	f 1.40					
			GRAVEL PIT	325	2.55	1.36					
			EAGLE MILLS	327	2.52	1.33					
			ONALASKA	329							
			VAN DUZER	332	2.47	1.28					
			WARNER	333							
			D. KENT	335	2.44	1.25					
			NORTH CAMDEN		2.39	1.20					
			DN CAMDEN	338	S 2.38	S 1.19					
			HERBERT	340	2.29	1.10					
			FINN	344	2.24	1.05					
			DN BUENA VISTA	349	2.18	12.59					
			OGEMAW	354	2.12	12.53					
			D. STEPHENS	358	2.06	f 12.48					
			Mo.P. MILNER	363	1.50	12.42					
			DN McNEIL	368	S 1.53	S 12.36					
			D. WALDO	373	1.44	f 12.26					
			LUMBER	377	1.39	12.20					
			D. BUCKNER	381	1.33	12.15					
			DN STAMPS	385	1.28	S 12.10					
			L. & A. LEWISVILLE	390	1.22	S 12.02 AM	A 11.40 PM				
			SHREVEPORT JCT.			11.52	L 11.30 PM				
			SPIRIT LAKE	395	1.16	11.47					
			DN GARLAND CITY	398	1.11	11.41					
			McKINNEY	403	1.04	11.34					
			DN GENOA	410	12.56	11.26					
			GERTRUDE	415	12.50	11.20					
			DN TEXARKANA YD.	419	L 12.45 PM	L 11.16 PM					
			T. & P. K. C. S. 0.41 T. & P. Crossing								
			TEXARKANA		L 12.35 PM	L 11.05 PM					
			(152.43)		Daily	Daily	Daily				
			Average Speed Per Hour		6	2	802				
			Schedule Time		40.76	39.70	8.42				
					3.45	3.51	0.10				

PINE BLUFF SUBDIVISION—Northward—Concluded

Capacity of Tracks In Cars		Telegraph Code	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Number	SECOND CLASS				THIRD CLASS		
Sidings	Other				28 Freight	18 Freight	26 Freight	16 Freight	66 Local	68 Local	30 Misc C.R.I.&P.R.R. No. 698
		STATIONS		Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	
		CB	DN PINE BLUFF SHOPS...	267	A 7.00 AM	A 10.30 AM	A 10.20 PM	A 4.20 AM	A 4.55 PM		
		YD	Mo.F. 0.97 Crossing PINE BLUFF	268				f 4.45			
			Mo.F. 1.10 Crossing M. P. JUNCTION		6.50	10.15	10.10	4.10	4.40		
107		S	D. SOUTH PINE BLUFF...		6.45	10.10	10.05	4.05	4.35		
			4.90								
83	14		SORRELLS...	274	6.35	9.59	9.55	3.55	f 4.25		
74	19		FAITH...	279	6.25	9.50	9.46	3.46	f 4.15		
61	11		KEDRON...	283	6.14 43	9.40	9.37	3.37	f 4.05		
	24		PEACE...	286					f		
95	73	RX	DN RISON...	290	5.45 19	9.27 65	9.24	3.24	s 3.40 6		
83	26		7.26 MP294.91 W SALINE	297	5.25	9.13	9.09	3.09	f 3.12		
73	60	KD	D. KINGSLAND...	300	5.18	9.07	9.03	3.03	s 3.05		
106S		Yd.	C.R.I.&P. 7.61 Crossing FORDYCE	307	5.05	8.53	8.40	2.50	s 2.47 17		
73N			5.57								
104	22		THORNTON...	313	4.47	8.35	8.27	2.40	s 2.25 27		
27			2.59 LITTLE BAY	316					f		
73	53	BN	DN BEARDEN...W*	321	4.34	8.19	8.14	2.25	s 2.05		
59	342		3.74 GRAVEL PIT...Y	325	4.24	8.09	8.04	2.12	f 1.50		
73	41		2.46 EAGLE MILLS...*	327	4.19	8.04	7.59	2.07 1	f 1.43		
			1.54								
40	37		ONALASKA...	329	4.16	8.01	7.56	1.51	f 1.40		
74	4		3.24 VAN DUZER	332	4.10	7.53 43	7.50	1.45	f 1.33		
			1.13 WARNER...Y	333							
	10	K	D. KENT...	335	4.05	7.45	7.45	1.40	f 1.27	A 5.10 AM	
			1.61 2.37								
60			NORTH CAMDEN...X		3.57	7.40	7.40	1.35	1.22	L 5.00 AM	
58		Yd.	0.36 DN CAMDEN...W	338					L 1.20 PM	A 10.40 AM	
			2.77 Crossing								
105	Yd.		HERBERT...Y-O	340	3.45	7.35 67	7.35	1.30		10.35	
83	10		3.55 FINN	344	3.33	7.26 19	7.27	1.22	f 10.25		
72	28	BI	DN BUENA VISTA...*	349	3.23	7.17	7.18	1.12	f 10.15		
74	28		4.78 OGEMAW...*	354	3.13	7.08	7.09	12.53 2	s 10.00		
115	46	HN	D. STEPHENS...*	358	2.53 1	7.00	7.00	12.38	s 9.45		
73	6		5.26 MP362.92 W MILNER	363	2.41	6.50	6.50	12.28	f 9.25 67		
140	106	MN	DN McNEIL...Y*	368	2.33	6.40	6.40	12.18	s 9.10 43		
147	67	BF	D. WALDO...*	373	2.22	6.29	6.29	12.08	s 8.22 19		
74	4		3.57 LUMBER	377	2.13	6.22	6.22	12.01 AM	f 7.55		
72	18	CK	D. BUCKNER...*	381	2.03	6.13	6.13	11.52	s 7.34		
91	214	BU	DN STAMPS...W*	385	1.55	6.05	6.05	11.44	s 7.15		
121		Yd.	4.68 Crossing DN LEWISVILLE...X	390	L 1.45 AM	5.55	5.55 17	11.35	s 7.00		
			0.57								
			SHREVEPORT JCT								
			3.63 W-O-Y								
73	9		SPIRIT LAKE	395		5.46	5.11	11.24		6.25	
73	53	GC	DN GARLAND CITY...	398		5.37	5.02	11.15	s 6.15		
74			5.73 McKINNEY	403		5.27	4.52	11.03		6.03	
72	34	G	DN GENOA...*	410		5.14	4.39	10.50	f 5.50		
72			4.68 GERTRUDE	415		5.05	4.30	10.41		5.41	
Yd.	Yd.	X	DN TEXARKANA YD.	419		L 4.55 AM	L 4.20 PM	L 10.30 PM		L 5.30 AM	
			TYWXO T.&P.K.C.S. 0.41 T.&P. Crossing								
			TEXARKANA								
			(152.43)								
					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	
					23	18	26	16	66	68	
					23.42	27.32	25.05	26.13	19.79	15.78	
					5.15 PM	5.35	6.00	5.50	3.35	6.10	
										0.10	

See page 26 for Instructions pertaining to Pine Bluff Subdivision.

Northern Division

SHREVEPORT SUBDIVISION—Southward—Continued next page

Capacity of Tracks in Cars		Distance from Bridge Point	TIME TABLE No. 6 Effective MAR. 22, 1942		Station Numbers	FIRST CLASS							
Slidings	Other		STATIONS			801 Passenger Lone Star	809 L. & A. No. 3 Passenger	811 L. & A. No. 2 Passenger	813 L. & A. No. 6 Passenger				
						Daily	Daily	Daily	Daily				
Yd.		389.68	DN...LEWISVILLE...YXO	390	L	4.05 AM							
	Yd.	0.57											
Yd.		390.25	SHREVEPORT JCT. W			4.10							
		4.45											
23		394.70	KRESS CITY	K395	f	4.18							
		3.55											
	7	398.25	PATTON	K398									
		4.23											
52	27	402.53	CANFIELD	K403	f	4.33							
		6.00											
72	70	408.53	D...BRADLEY	K409	s	4.47							
		5.54											
37		414.07	ARKANA	K414	f	4.58							
		5.27											
38	36	419.34	BOLINGER	K419	f	5.08							
		2.84											
73	63	422.18	DN.PLAİN DEALING	K422	s	5.16							
		8.35 M.P.426.68W											
	25	430.53	HUGHES	K430	f	5.32							
		2.24											
54	18	431.77	D...ALDEN BRIDGE	K432	f	5.35							
		5.26											
73	34	437.03	BENTON	K437	s	5.48							
		2.40											
	13	439.43	WILLOW CHUTE	K439									
		4.40											
34		443.53	VANCEVILLE	K444	f	5.58							
		3.14											
		446.97	HONORE	K447									
		1.61											
		448.58	BOSSIER JCT	K448		6.07							
		0.49											
		449.07	L. & A. JCT			6.08	L	7.12 AM					
		Automatic Block											
		Y&MV											
		L&A											
Yd.	Yd.	450.18	LOUISIANA JCT	K450		6.12	7.17	L	6.37 AM	L	4.43 PM		
		0.89											
		451.07	SILVER LAKE JCT			6.15	A	7.22 AM	A	6.40 AM	A	4.47 PM	
		0.59											
		451.66	DN SHREVEPORT YD	K452		6.17							
		0.35											
		452.01	SPRING STREET JCT			6.20							
		0.91											
		452.92	D. SHREVEPORT. (Union Sta.)		A	6.30 AM							
		(63.24)				Daily	Daily	Daily	Daily				
						801	809	811	813				
		Average Speed Per Hour				26.17	12.00	17.80	13.35				
		Schedule Time				2.25	0.10	0.03	0.04				

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION

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

K 2. Between Spring Str. Jct. and Shreveport Union Station Trains 801 and 802 will route via and be governed by current Time Table, Rules and Regulations of Y. & M. V.-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 govern train and engine movements 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 instructions in Bulletin No. 2, dated January 6, 1941, 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.

Silver Lake Jct. is register station for trains 801-802 only.

Train register for Silver Lake Jct. will be kept in Shreveport yard-office.

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-450.18, 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.

(Continued on page 15)

SHREVEPORT SUBDIVISION—Southward—Concluded

Capacity of Tracks in Cars		Telegraph Calls	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	SECOND CLASS		THIRD CLASS				
Stings	Other				843	817	855	885	887	889	891
					Fast Freight	Fast Freight	Local	L. & A. No. 17 Freight	L. & A. No. 69 Freight	L. & A. No. 38 Freight	L. & A. No. 42 Freight
		STATIONS	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily		
Yd.	Yd.	WV	DN...LEWISVILLE...YXO	890	L 12.20 PM	L 6.00 PM	L 12.30 PM				
			0.57 SHREVEPORT JCT. W		12.25	6.05	f 12.35				
23			4.45 KRESS CITY	K395	12.37	6.17	f 12.47				
	7		3.55 PATTON	K398			f				
52	27		4.25 CANFIELD	K403	12.53	6.32	f 1.05				
72	70	RY	D...BRADLEY	K409	1.05	6.44	f 1.20				
37			5.54 ARKANA	K414	1.16	6.55	f 1.40				
38	36		5.27 BOLINGER	K419	1.27	7.06	f 1.55				
73	63	DG	DN...PLAIN DEALING	K422	1.37	7.16	f 2.30				
	25		2.34 8.35 M.P. 426.65W HUGHES	K430							
54	18	AB	D...ALDEN BRIDGE	K432	1.57	7.36	f 3.00				
73	34		5.29 BENTON	K437	2.08	7.47	f 3.37 11				
	13		2.40 WILLOW CHUTE	K439			f				
34			4.40 VANCOVILLE	K444	2.18	7.58	f 3.49				
			3.14 HONORE	K447							
			1.61 BOSSIER JCT	K448	2.28	8.08	3.59				
			0.49 L. & A. JCT		2.29	8.10	4.00	L 12.30 AM	L 3.45 PM		
			Y&MV Crossing L&A Crossing								
Yd.	Yd.		1.11 LOUISIANA JCT	K450	2.40	8.17	4.06	12.35	3.50	L 4.50 AM	L 12.40 PM
			0.89 SILVER LAKE JCT		2.47	8.30	4.10	A 12.40 AM	A 3.55 PM	A 4.55 AM	A 12.45 PM
			0.59 DN SHREVEPORT YD	K452	A 3.00 PM	A 9.00 PM	A 4.15 PM				
			0.35 SPRING STREET JCT								
			0.91								
		SR	D...SHREVEPORT. (Union Sta.)								
			(63.24)		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily
					843	817	855	885	887	889	891
			...Average Speed Per Hour...		23.29	20.70	16.56	12.00	12.00	10.68	10.68
			...Schedule Time...		2.40	3.00	3.45	0.10	0.10	0.05	0.05

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION

K 6. All trains must run at restricted speed between South Wye Switch at Shreveport Junction and North Yard Switch at Lewisville, expecting to find main track occupied.

K 7. Draw Bridges:
Red River No. 97, location M. P. K-450.46.

K 8. All trains must approach draw bridge No. 97 over Red River, Mile Post K-450.46, between Silver Lake Junction and Louisiana Junction at restricted speed expecting to find draw open, and stop unless the way is known to be clear.

K 9. Following Bridge will not clear man on top of car:
Red River Bridge No. 97, Mile Post K-450.46.

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:
Frostville..... M. P. 405.21..... Capacity 4 cars.
Antrim..... M. P. 424.19..... Capacity 15 cars.
Fordel..... M. P. 447.80..... Capacity 18 cars.

K 12. Nos. 854 and 855 are permitted to carry passengers between Arkana and Lewisville.

K 13. At Lewisville, No. 801 will wait for No. 1 and No. 2 will wait for No. 802 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.

(Continued page 16)

SHREVEPORT SUBDIVISION—Northward—Continued next page

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942		Station Numbers	FIRST CLASS							
Sidings	Other		STATIONS			802 Passenger Lone Star	810 L. & A. No. 4 Passenger	812 L. & A. No. 5 Passenger	814 L. & A. No. 1 Passenger				
						Daily	Daily	Daily	Daily				
Yd.		389.68	DN...LEWISVILLE...YXO	390	A 11.40 PM								
Yd.	Yd.	390.25	...SHREVEPORT JCT. W		11.30								
23		394.70	...KRESS CITY	K395	f 11.20								
	7	398.25	...PATTON	K398									
52	27	402.53	...CANFIELD	K403	f 11.08								
72	70	408.53	D...BRADLEY	K409	s 10.59								
37		414.07	...ARKANA	K414	f 10.48								
38	36	419.34	...BOLINGER	K419	f 10.40								
73	63	422.18	DN...PLAIN DEALING	K423	s 10.35								
	25	430.53	...HUGHES	K430	f 10.21								
54	18	431.77	D...ALDEN BRIDGE	K432	f 10.18								
73	34	437.03	...BENTON	K437	s 10.09								
	13	439.43	...WILLOW CHUTE	K439									
34		443.83	...VANDEVILLE	K444	f 9.56								
		446.97	...HONORE	K447									
		448.58	...BOSSIER JCT	K448	9.49								
		449.07	...L. & A. JCT		9.48	A 7.32 PM							
Yd.	Yd.	450.18	...LOUISIANA JCT	K450	9.44	7.27	A 1.53 PM	A 11.19 PM					
		451.07	...SILVER LAKE JCT		9.41	L 7.23 PM	L 1.49 PM	L 11.16 PM					
		451.60	DN SHREVEPORT YD	K452	9.39								
		452.01	...SPRING STREET JCT		9.37								
		452.92	D SHREVEPORT (Unless Sta.)		L 9.30 PM								
			(63.24)		Daily	Daily	Daily	Daily					
					802	810	812	814					
			Average Speed Per Hour		29.18	13.33	13.35	17.50					
			Schedule Time		2.10	0.09	0.04	0.03					

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION—Concluded

K 15. Ordinance No. 224 of the town of Bossier City, La., dated August 23, 1934, makes it necessary that passenger trains and switch engines must come to a full stop clear of the paved street crossings and send a flagman ahead on foot to protect highway traffic against the movement of train or engine over the paved street crossings. Freight trains are not required to stop but their speed must be reduced to five miles per hour or less in passing over paved streets and highways. The paved streets and highways at Bossier City, La., on St. L. S. W. Ry. are as follows: 500 ft. north of MP K-450 known as Minden highway, also crosses Grease Plant Spur 100 ft. south of MP K-449 near L. & A. Jct. paved street which crosses the old main track. If any prosecutions are made and fines assessed those guilty will be required to pay the fines and costs.

Rule 14-L and 36-G of current Book of 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.

See page 25 for restriction L-0 (670), L-1 (800) and M-1 (680) Class Engines Shreveport Subdivision.
See page 27 Louisiana Railroad Commission Flagging Rules.

SHREVEPORT SUBDIVISION—Northward—Concluded

Capacity of Tracks in Cars		Telegraph Code	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	THIRD CLASS						
Sidings	Other				816 Fast Freight	818 Fast Freight	854 Local	884 L. & A. No. 39 Freight	886 L. & A. No. 18 Freight	888 L. & A. No. 68 Freight	890 L. & A. No. 77 Freight
		STATIONS			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
Yd.	Yd.	WV	DN...LEWISVILLE...YXO 0.57	300	A 5.25 PM	A 1.35 AM	A 10.50 AM				
			...SHREVEPORT JCT. .W 4.45		5.20	1.30	10.47				
23			...KRESS CITY 3.55	K395	5.09	1.18	f 10.30				
	7		...PATTON 4.25	K398			f				
52	27		...CANFIELD 6.00	K403	4.53	1.02	f 10.10				
72	70	RY D.	...BRADLEY 5.54	K409	4.41	12.50	f 9.56				
37			...ARKANA 5.27	K414	4.30	12.35	f 9.45				
38	36		...BOLINGER 2.54	K419	4.19	12.22	f 9.33				
73	63	DG	DN...PLAIN DEALING 8.35 M.P. 420.65W	K422	4.09	12.11 AM	f 9.25				
	25		...HUGHES 1.24	K430							
54	18	AB	D...ALDEN BRIDGE 5.26	K432	3.49	11.52 PM	f 8.55				
73	34		...BENTON 2.40	K437	3.37 855	11.40	f 8.43				
	13		...WILLOW CHUTE 4.40	K439			f 8.37				
34			...VANDEVILLE 3.14	K444	3.27	11.30	f 8.27				
			...HONORE 1.61	K447							
			...BOSSIER JCT...Y 0.49	K448	3.16	11.19	8.18				
			...L. & A. JCT. Y&MV 1.11 Crossing		3.15	11.18	8.16		A 9.15 AM	A 10.15 PM	
Yd.	Yd.		...LOUISIANA JCT. 0.89	K450	3.09	11.07	8.10	A 2.38 AM	9.10	10.10	A 5.43 PM
			...SILVER LAKE JCT. 0.59 TWXO		3.05	11.03	8.05	L 2.33 AM	L 9.05 AM	L 10.05 PM	L 5.38 PM
		SP	DN...SHREVEPORT YD. 0.35	K452	L 3.00 843	L 11.00 PM	L 8.00 AM				
			...SPRING STREET JCT. 0.91								
		SR	D...SHREVEPORT (Union Sta.)								
			(65.24)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
					816	818	854	884	886	888	890
			...Average Speed Per Hour...		25.78	24.05	21.92	10.68	12.00	12.00	10.68
			...Schedule Time...		2.25	2.35	2.50	0.05	0.10	0.10	0.05

Southward—LITTLE ROCK SUBDIVISION—Northward

SECOND CLASS				Capacity of Tracks In Cars	Distance from Blue Point	TIME TABLE No. 6 Effective MAR. 22, 1942	STATIONS	Station Numbers	Telegraph Calls	SECOND CLASS				
567 Local										Sidings	Other	568 Local		
Daily Except Sunday								Daily Except Sunday						
					258.97	.....	ENGLAND JUNCTION.....							
					258.07	DN.....	ALTHEIMER.....	Y	258	AU	A 11.12 AM			
					259.80	.....	ELLISON.....	N260			f 11.04			
					263.73	.....	SHERILL.....	N264			f 10.56			
					267.17	.....	TUCKER.....	N267			f 10.49			
					268.92	.....	FERDA.....	N269			f 10.45			
					274.95	Yd.	ENGLAND.....	YW	N275	J	s 10.33			
					279.63	.....	KEO.....	N280			f 10.23			
					284.19	.....	TOLTEC.....	N284			f 10.14			
					287.75	.....	SCOTT.....	N288			f 10.07			
					295.94	.....	ROSE CITY.....	N296			f 9.45			
					297.76	Yd.	N. LITTLE ROCK Yd.....	N298	AY	L 9.40 AM				
					298.96	.....	N. LITTLE ROCK.....	N299	GN					
							(42.89)				Daily Except Sunday			
											568			
							Average Speed Per Hour.....				27.19			
							Schedule Time.....				1.32			

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 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 5. The switch of tail of Wye at Altheimer must be left set for Little Rock Subdivision.

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

Southward—STUTT GART SUBDIVISION—Northward

19

SECOND CLASS				Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942		Station Numbers	Telegraph Calls	SECOND CLASS			
		463 Mixed Daily Except Sunday	Stidings	Other			STATIONS					464 Mixed Daily Except Sunday		
		L 8.15 AM	Yd.	Yd.	233.31	DN	STUTT GART	YWCXO	233	Z	A 1.40 PM			
		f 8.35	12		238.68	R.L.S.&S.	5.37 CROSSING				f 1.20			
		f 8.45	11		241.92		YODER		M239		f 1.10			
		f 8.55	19		244.78		HOLDRIDGE		M242		f 1.01			
		f 9.05	12		246.97		2.86 ALMYRA		M245		f 12.60			
		f 9.15	16		249.62		2.19 KITTLERS		M247		f 12.40			
		f 9.25	12		252.35		2.65 OLENA		M250		f 12.30			
		s 9.50	36	142	255.73	D	2.73 BURKS		M252		s 12.05 PM			
		f 10.10		10	261.33		3.38 DEWITT	W	M256	DE	f 11.40			
		f 10.20		9	262.80		5.60 MAYVIEW		M261		f 11.30			
		A 10.45 AM		109	267.82	D	1.47 HYDEN		M263		L 11.05 AM			
		Daily Except Sunday					5.02 GILLETT	Y	M268	GI				
		463					(34.51)				Daily Except Sunday			
		13.80									464			
		2.30									13.36			
											1.35			

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.

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
Indiana	M-259.33	10
Ricusky	M-235.34	12

Southward—BLYTHEVILLE SUBDIVISION—Northward

	SECOND CLASS	Capacity of Tracks in Cars		Distance from Birth Point	TIME TABLE		Station Numbers	Telegraph Calls	SECOND CLASS		
		389 Mixed	Siding		Other	No. 6 Effective MAR. 22, 1942				390 Mixed	
						Daily Except Sunday					
	L 7.00 AM	Yd.	Yd.	103.63	DN.....	PARAGOULD.....	CWYX	104	PR	A 11.30 AM	
		Yd.	Yd.	103.00	.....	BLYTHEVILLE JCT.....	O			
	f 7.15			14 108.92	.....	BARD.....		P108		f 11.08
	f 7.19			16 110.38	.....	BRIGHTON.....		P110		f 11.05
	s 7.30			51 65 114.17	D.....	CARDWELL.....		P114	RA	s 10.56	
	s 7.38			56 56 117.18	D.....	ARBYRD.....		P117	BA	s 10.48	
	f 7.46			14 8 120.20	.....	HOLLYWOOD.....	Crossing	P120		f 10.40
				.....	.....	LEACHVILLE JCT.....				
	s 8.00	Yd.	Yd.	124.44	D.....	HORNERSVILLE.....	WY	P124	RS	s 10.30	
	8.05			.....	.....	HORNERSVILLE JCT.....				10.15
	f 8.25			.....	.....	CALUMET.....		P133		f 9.55
				.....	.....	GOSNELL.....		P135		
	8.45			.....	.....	St. L. S. W. JCT.....	Crossing			9.35
	A 9.00 AM	Yd.	Yd.	140.12	D.....	BLYTHEVILLE.....	XWYO	P140	BY	L 9.30 AM	
				.....	.....	END OF TRACK.....				
	Daily Except Sunday					(37.96)			Daily Except Sunday		
	389								390		
	18.98					Average Speed Per Hour.....			18.98		
	2.00					Schedule Time.....			2.00		

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 Jet.	P-103	45
Chickasawba	P-140.12	9

D 3. Business tracks not shown as stations.

NAME	Mile Post	Capac. Cars
Callahan.....	P-131.70	12

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

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

Southward		BIRDS POINT SUBDIVISION										Northward		21				
SECOND CLASS				Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942						Station Numbers	Telegraph Calls	SECOND CLASS			
	159 Mixed Tues., Thur., Sat.			Sidings	Other		STATIONS								160 Mixed Mon., Wed., Fri.			
						5.51	END OF TRACK.....											
	L	7.20 AM		39	Yd.	5.53	.....WYATT..... T					6	WY	A	11.30 AM			
	f	7.44		41		14.17	.....ANNISTON.....					14		f	11.00			
	S	8.25		61	28	18.58	D.....EAST PRAIRIE..... W					19	HD	S	10.45			
	f	8.45			6	25.10	.....HENDERSON MOUND.....					25		f	10.09			
	f	8.53			NS	27.54	.....FARNBURG.....					28		f	10.02			
	f	9.08			39	29.58	.....LA FORGE.....					30		f	9.56			
	f	9.15			5	31.35	.....RISTINE.....					31		f	9.50			
	S	10.40			30	36.63	D.....LILBOURN..... WY St.L.S.F. 5.23 Crossing					37	DI	S	9.30 8.15			
	f	10.55			15	41.93	.....CARON.....					42		f	7.55			
	f	11.05			25	45.16	.....COMO.....					45		f	7.45			
	S	11.20			30	48.49	D.....PARMA..... St.L.S.F. 3.33 Crossing					49	MA	S	7.35			
	f	11.30			3	50.80	.....LORWOOD.....					51		f	7.22			
	f	11.45			NS	54.63	.....BROADWATER.....					55		f	7.10			
	A	11.55 AM			Yd.	57.27	.....MALDEN JCT.....											
						57.92	DN.....MALDEN..... CWYX							L	7.00 AM			
							(52.41)											

Southward		NEW MADRID SUBDIVISION										Northward						
SECOND CLASS				Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942						Station Numbers	Telegraph Calls	SECOND CLASS			
	263 Mixed Tues., Thur., Sat.		261 Mixed Mon., Wed., Fri.		Sidings		Other	STATIONS							262 Mixed Mon., Wed., Fri.				264 Mixed Tues., Thur., Sat.
	L	10.05 AM	L	8.55 AM			58	42.18	D.....NEW MADRID..... St.L.S.F. 5.50 Crossing			A42	MR	A	8.45 AM	A	9.55 AM	
	A	10.25 AM	A	9.15 AM		20	30	36.63	D.....LILBOURN..... WY					L	8.15 AM	L	9.25 AM	
									(5.50)									

Instructions New Madrid Subdivision

C 1. Northward Trains are superior to Southward trains of the same class.
C 2. Freight trains permitted to carry passengers: Nos. 261, 262, 263 and 264.
C 3. At Libourn 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.
B 4. Trains will approach and pass Libourn at restricted speed, expecting to find main track occupied by trains of New Madrid Subdivision.

Instructions Birds Point Subdivision—Cont.

B 5. Trains will stop when going in either direction at the junction in Malden Yard, where Birds Point Subdivision intersects Ilmo Subdivision and not proceed until it is known that track is clear.
B 13. Trains 160, 159 will stop on signal at Dodds Mile Post 39.58.
B 14. Freight trains permitted to carry passengers: Nos. 159 and 160.
B 15. Business Tracks not Shown as Stations: Dodds..... Mile Post 39.58 4 Cars
B 17. At Wyatt, schedules will be assumed by crew assigned to or ordered for train.

Northern Division

Southward—MEMPHIS SUBDIVISION—Northward

	SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942	STATIONS	Station Numbers	Telegraph Calls	SECOND CLASS	
	295 Mixed	293 Mixed	Sidings	Other						294 Mixed	296 Mixed
	Tues., Thurs., Sat.	Mon., Wed., Fri.								Tues., Thurs., Sat.	Mon., Wed., Fri.
	L 6.30 AM		Yd.	Yd.	57.92	DN.....MALDEN.....COWYX	58	MD	A 1.10 PM		
					0.63	MALDEN JCT.....					
	f 7.05		37	63	65.41	St.L.S.F.-G.&A. 8.14 Crossing	W65	GN	f 12.35		
					6.25	GIDEON.....					
	f 7.30		37	12	71.66	PEACH ORCHARD.....	W72		f 12.05 PM		
					7.21	BRAGG CITY.....	W79		f 11.35		
	f 8.10		26	81.23	81.23	St.L.S.F. BAKERSVILLE.....	W81		f 11.25		
					3.39	DEERING JCT.....Y			11.10		
	S 11.50		Yd.	Yd.	84.62	RIVES.....	W93		f 8.05		
	f 12.20 PM		37	10	93.38	HORNERSVILLE JCT.....			f 7.35		
					99.04	HORNERSVILLE.....OWY	P124	RS	L 7.00 AM	A 9.45 AM	
	L 7.00 AM	A 12.55 PM	Yd.	Yd.	100.44	LEACHVILLE JCT.....Y					
					101.12	KRAPF.....	W106		f 9.30		
	f 7.11		37		105.85	FRISCO JCT.....					
					111.63	St.L.S.F. LEACHVILLE.....COW	W112	VI	s 9.10		
	s 7.35		26	104	111.96	CAMI.....	W115		f 8.30		
	f 7.45			15	115.34	HANCOCK.....	W122		f 8.05		
	f 8.00		18		121.54	CARAWAY.....	W125	CY	s 7.55		
	s 8.20		Yd.	Yd.	124.56	CARAWAY JCT.....YWO			7.50		
	f 8.25				124.82	LUNSFORD.....	W134		f 7.20		
	f 8.55		20		134.11	St.L.S.F. TRUMANN.....COWX	W140	MN	L 7.00 AM		
	A 9.45 AM		Yd.	Yd.	140.07	McCORMICK.....	W148				
			14	10	148.01	WEONA.....	W155				
				29	154.75	STEWART.....	W157				
				16	156.84	TURNEY.....W	W161				
			18	8	160.49	McDONALD.....Y	W172	UM			
			Yd.	Yd.	171.44	JCT. WITH MO. PAC.					
					171.79	MEMPHIS.....					
					114.52						
	Tues., Thurs., Sat.	Mon., Wed., Fri.							Tues., Thurs., Sat.	Mon., Wed., Fri.	
	295	293							294	296	
	14.41	14.17				Average Speed Per Hour			13.79	14.41	
	2.45	3.00				Schedule Time			3.05	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 leg of Wye at Deering Jct. and the switch at south leg of Wye at Deering must be left set for trains of Memphis Subdivision.

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 bottom page 23"

CARUTHERSVILLE SUBDIVISION

Southward Northward

THIRD CLASS	Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 Effective MAR. 22, 1942	Station Numbers	Telegraph Calls	THIRD CLASS
	Sidings	Other						THIRD CLASS
291 Local							292 Local
Daily Except Sunday							Daily Except Sunday
			99.01	END OF TRACK			
L 10.15 AM	Yd.		98.04	ST. L.-S.F. 0.97 Crossing D CARUTHERSVILLE.WY	R98	CH A	9.30 AM
f 10.45		30	88.64	ST. L.-S.F. 9.40 Crossing BRAGADOCIO.	R89	f	8.50
\$ 11.00			85.61	D.....DEERING.....W	R86	DR	\$ 8.35
A 11.10 AM	Yd.	Yd.	84.62	1.49.....DEERING JCT....Y			L 8.25 AM
Daily Except Sunday				14.89			Daily Except Sunday
291							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. 6 Effective MAR. 22, 1942	Station Numbers	Telegraph Calls	THIRD CLASS
	Sidings	Other						THIRD CLASS
991 Local							992 Local
Mon., Wed., Fri.							Mon., Wed., Fri.
L 7.50 AM	Yd.		124.56	D.....CARAWAY.....	W125	CY	
A 8.25 AM	Yd.	62	130.81	0.26.....CARAWAY JCT.YWO	H130		L 8.25 AM
			130.86	5.99.....RIVERVALE.....			L 8.25 AM
				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

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 at restricted speed, expecting to find main track occupied by trains of Memphis Subdivision.
- N 4. Normal position of Wye switches:

North Wye switch at Deering Jct. must be left set for trains of Memphis Subdivision.

South Wye switch at Deering must be left set for trains of Memphis Subdivision.

East Wye switch at Deering must be left set for south leg of the Wye.
- N 5. 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—991-992.

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

NAME	Mile Post	Capacity in Cars
Dunn	W— 69.50	13
Nilo	W— 76.06	10
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
Post (Como)	W—152.03	2
Colton	W—164.84	5
Merck	W—168.34	3

RESTRICTIONS L-0 (670) L-1 (800) and M-1 (680) CLASS ENGINES

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. 1, 2, 3, 4, 14, 15, 16, 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, "BUT NOT OVER TURNTABLE".
 North Ladder Track "A" Yard.
 Caboose Track.
 Crossover between Main Lines at Old Yard Office.

Train Yard —Track No. 1—Entire Length.
 Yard Tracks Nos. 10, 10½, 11 and 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 line 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.
 Cross over at depot.

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 Belt to Caboose Track, crossover Caboose Track to Stockpen Track Inbound Engine Track North of Cinder Pit. Tracks 8 and 9 North of Main St. 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.

Barson —Loading Spur.

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 River Tracks 1, 2 and 3.
 Track. 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. Main Track.
 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.

Altheimer —Wye. Altheimer Gin Spur.

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

Northern Division 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.

Peace	—Team Track.	Buena Vista	—Team or mill track.
Fordyce	—Rock Island transfer.	McNeil	—Wye.
Gravel Pit	—Wye and other tracks.	Lumber	—Team track.
Warner	—Wye.	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.
Camden	—Magnolia Oil spur, Back track, Coal chute, Oxley lead, So. Ark. Groc. Co. spur, Tyson spur, Mo. Pac. Transfer, Pierce Oil Co. spur.	Lewisville	—Meriwether Gravel tracks. No. 6 track.
Finn	—Team 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.

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.	Shreveport Yard	—(a) Crossover from Main Track at Silver Lake Jct. to SSW Yard tracks Nos. 3 and 2 and 1. (b) North end of No. 11 Track. (c) T&P Ardis Track. (d) Pit Track. (e) All tracks between Yard Office and Freight Office except Lead Track; Main Track and RUN-Around Track.
Plain Dealing	—Team track Nos. 1 and 2. Gin Spur.		
Alden Bridge	—House track, OK to double to House track. Mill Spur.		
Bossier City	—South leg of Wye. All tracks in Bossier City except North leg of Wye. Rack tracks Nos. 1, 2 and 3.		

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.

INSTRUCTIONS PERTAINING TO PINE BLUFF SUBDIVISION

J 1. Northward Trains are superior to Southward trains of the same class. Except No. 65 is Superior to No. 66.

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 6 will stop at Lewisville and Rison for revenue passengers only to, from and beyond Pine Bluff and Texarkana.

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.	North Junction and South Junction at Pine Bluff, Two Main Tracks.	Mo. Pac. R. R.
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.

Missouri Pacific rules governing operation St. L. S. W. trains are as follows:

Northward trains are superior to Southward trains of the same class. (No. 1 and No. 5 will be considered Northward trains; No. 2 and No. 6 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 double track switch—10 miles per hour.

South Junction double track switch—10 miles per hour.

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. Deraill 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 over derail.

Spring Switches are in service at the ends of the double 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 or Northward Cotton Belt trains.

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 normal direction of traffic through these spring switches is prohibited, when any cars, engines or portion of train is within limits of turnout. When necessary to move contrary to direction 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. All trains 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 417 just north of Hospital and the south yard Limit board Texarkana Yard.

J 5. 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 govern train and engine movements 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, on Page 12, of Special Instructions No. 5, effective November 1, 1940, govern train and engine movements through Interlocking limits and over Mo. Pac. Railroad Crossing at M. P. 338.93.

J 6. All trains, except FIRST CLASS TRAINS will move at restricted speed in Fordyce Yard.

J 7. 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 8. All trains must approach and pass Lewisville and Shreveport Junction at restricted speed, expecting to find main track occupied.

J 9. At Lewisville, No. 2 will wait for No. 802, and No. 801 will wait for No. 1, unless otherwise instructed.

J 10. Following freight trains are permitted to carry passengers: Nos. 65, 66, 67 and 68.

J 11. When meeting points are made at Shreveport Junction, southward trains must not pass south end of Lewisville siding until northward trains have arrived.

J 12. Draw Bridges:
Ouachita River No. 817, location M. P. 336.65.
Red River, No. 964, location M. P. 397.29.

J 13. 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 14. 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 15. Business Tracks not shown as stations:

NAME	Mile Post	Capacity In Cars
Allwood	276.56	10
Sturmill	304.93	6
Whittaker	360.80	5
Joella	396.39	5
Mayton	399.55	20
Artex	405.30	10

J 16. No Train order signal maintained at Pine Bluff Shops, and Texarkana Yard, and all departing trains will secure a Clearance (Form 3143) at such stations.

J 17. Spring Switch: North end of Texarkana Yard MP-417 pole 15. Signals governing this switch will indicate yellow for proceed at restricted speed; and RED for stop and examine switch and if OK proceed at restricted speed. Block Signal Rules 535 of Uniform Code of Operating Rules, and Rule 207, Page 13 of Special Instructions No. 5 will govern movement over this switch. This is a No. 20 turnout.

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 by dispatcher to do so.

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.

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

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 engineman 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 engineman 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.

Employees in Train, Engine, Yard and Telegraph Service must have a copy of Special Instructions No. 5, effective 12:01 a. m., Nov. 1, 1940, in their possession, with copy of current Time Table while on duty.

Train Dispatchers

ILLMO, MO.

J. C. Holly	L. C. Albert
H. E. Chism	G. R. Knight

PINE BLUFF, ARK.

W. J. Roland	A. L. Underhill
W. W. Cook	F. Timpner
G. C. Stevens	D. F. Carpenter
C. B. Miller	L. Z. Mallory
A. M. Colyar	H. C. Whitworth

