

DIVISION OFFICERS

R. C. WILLIAMS.....Superintendent.....Little Rock, Ark.
R. D. DAY.....Assistant Superintendent,
Little Rock Terminals
North Little Rock, Ark.
L. WHITE.....Trainmaster,
Texarkana Terminals....Texarkana, Ark.
W. A. CATLETT.....Trainmaster, Hoxie and
Doniphan Subdivs.....Little Rock, Ark.
B. S. GREER.....Acting Trainmaster, Little
Rock, Gurdon, Benton,
Norman, Delight, Nashville
and Hot Springs Subdivs. Little Rock, Ark.
C. W. SPRUELL.....Trainmaster.....Little Rock, Ark.
T. O. WEEKS.....Trainmaster.....Little Rock, Ark.
J. F. BURNETT.....Dispatcher.....Little Rock, Ark.
C. W. CROMLEY.....Dispatcher.....Little Rock, Ark.
S. W. GORDON.....Dispatcher.....Benton, Ark.
C. W. IVEY.....Dispatcher.....Little Rock, Ark.
F. H. NEEL.....Dispatcher.....Little Rock, Ark.
J. W. SLOAN.....Dispatcher.....Benton, Ark.
H. C. WHITWORTH..Dispatcher.....Little Rock, Ark.
P. S. WILLIAMS.....Dispatcher.....Benton, Ark.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

ARKANSAS DIVISION

TIME-TABLE No. 95

Effective 12:01 a.m. Sunday, February 2, 1941

CENTRAL STANDARD TIME

Superseding Time-Table No. 94 dated January
12, 1941, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED JANUARY 1, 1941

The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

W. E. LAMB, General Superintendent.

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.


Vice President & General Manager.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Poplar Bluff	Ark. 1,3,7,17,25	Mo. 1,3,7,17,25		Indefinitely	For connection.
Neelyville	" 4	Ark. 852	12:20 p. m.	15 Min.	For passengers, mail and express.
"	" 853	" 3	2:50 p. m.	1 Hr.	" " " " "
Knobel	" 18	Mfs. 28	2:40 a. m.	50 Min.	For connection.
"	" 8	" 308	6:30 p. m.	15 Min.	" " " " "
"	Mfs. 325	Ark. 25		Indefinitely	" " " " "
"	" 27	" 17		"	" " " " "
Newport	Ark. 25	W. R. 231	8:19 p. m.	10 Min.	When passengers reported.
"	" 231	W. R. 231		Indefinitely	For connection.
"	W. R. 232	Ark. 232		"	" " " " "
"	" 232	" 4	11:00 a. m.	30 Min.	When passengers reported.
"	" 244	" 17,26	7:15 a. m.	45 Min.	For passengers mail and express.
"	Ark. 3	W. R. 243	4:00 p. m.	12 Min.	For passengers and mail.
Bald Knob	Ark. 4	Mfs. 219	10:00 a. m.	15 Min.	For passengers destined beyond Newport and mail.
"	" 201	" 201		Indefinitely	For connection.
"	" 225	" 225		"	" " " " "
"	" 219	" 219		"	" " " " "
"	" 232	" 219		"	" " " " "
"	Mfs. 226	Ark. 226		"	" " " " "
"	" 220	" 220		"	" " " " "
"	" 224	" 224		"	" " " " "
"	" 224	" 231	8:15 p. m.	15 Min.	" " " " "
Kensett	Ark. 3	M. & A. 201	5:10 p. m.	15 Min.	When passengers reported.
Little Rock	Ark. 2	L. R. 102 & Ark. 22	12:35 a. m.	25 Min.	For connection.
"	" 25	Ark. 225, Cent. 125	11:20 p. m.	1 Hr.	" " " " "
"	" 226	L. R. 102 & Ark. 26	4:00 a. m.	1 Hr.	" " " " "
"	" 1	Ark. 201	2:45 a. m.	"	" " " " "
"	" 21	" 201	2:50 a. m.	"	" " " " "
"	" 219	" 7, L.R. 116, Cent. 117	11:40 a. m.	30 Min.	" " " " "
"	" 220	" 8	3:55 p. m.	1 Hr.	When passengers reported.
"	" 8	" 8 & 220	4:00 p. m.	1 Hr.	For connection.
"	" 7	Ark. 219, L.R. 116, Cent. 117	11:45 a. m.	30 Min.	" " " " "
"	" 18	Cent. 125	10:10 p. m.	10 Min.	When passengers reported. If passengers destined points not served by train 2, train 18 will hold until 10:30 p. m. or 30 Mins.
"	Cent. 104	Ark. 17 & 4	8:35 a. m.	15 Min.	For revenue passengers and mail.
"	Ark. 224	L. R. 148	7:00 p. m.	20 Min.	For passengers, mail and express.
"	" 3	" 148	7:00 p. m.	30 "	" " " " "
"	L. R. 101	Ark. 1 & 201	4:00 a. m.	2 Hrs.	For St. Louis to Lake Charles and Memphis to Alexandria sleepers.
"	" 147	" 4 & 17	9:20 a. m.	35 Min.	For passengers, mail and express.
Benton	Ark. 18	Ark. 818	9:15 p. m.	1 Hr.	For connection.
"	" 817	" 17		Indefinitely	" " " " "
"	" 855	" 17	10:30 a. m.	1 Hr.	For passengers and mail.
Gurdon	" 847	" 7 & 8	3:00 p. m.	1 Hr. 25 Min.	For passengers, mail and express.
"	" 821	" 4 & 21	7:00 a. m.	30 Min.	For connection.
"	" 2	" 822	10:13 p. m.	10 Min.	For passengers and mail.
"	" 8	" 848	12:55 p. m.	29 Min.	When passengers reported.
"	" 856	" 4	7:15 a. m.	15 Min.	" " " " "
"	" 18	" 857	6:55 p. m.	25 Min.	" " " " "
Hope	" 26	L. & A. 4	12:30 a. m.	18 Min.	" " " " "
"	L. & A. 3	Ark. 21	7:35 a. m.	3 Hrs., 15 Min.	For St. Louis to Shreveport sleeper.
Texarkana	Ark. 2	T. & P. 2		Indefinitely	For connection.
"	" 22	" " 12		"	" " " " "
"	" 26, 4, 8 & 18	" " 16, 4, 8 & 32		"	" " " " "
"	T. & P. 15 & 207	Ark. 25 & 7		Indefinitely	" " " " "
"	" " 7	" 17 & 7		"	" " " " "
"	" " 1 & 11	" 1 & 21		"	" " " " "
"	" " 31	" 3		"	" " " " "
"	Ark. 18	T. & P. Truck	5:10 p. m.	30 Min.	For passengers and mail.
El Dorado	" 848	La. & L. R. 816	10:45 a. m.	35 Min.	For postal clerks and mail from T. & P. 6, Marshall.
					For connection.

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal for mail, revenue passengers and express.
- b—Stop to receive revenue passengers for St. Louis and beyond.
- c—Stop to receive revenue passengers for Little Rock and beyond.
- d—Stop to discharge revenue passengers from Little Rock or beyond or receive revenue passengers for Newport or beyond.
- j—Stop on signal to receive revenue passengers.
- k—Stop on signal to receive or discharge revenue passengers.
- m—Stop to discharge revenue passengers from St. Louis and beyond.
- n—Stop to pick up revenue passengers for Poplar Bluff and beyond.
- p—Stop to discharge revenue passengers from Little Rock and beyond.
- u—Stop to discharge revenue passengers from St. Louis and beyond and receive revenue passengers for Memphis, Little Rock and beyond.
- w—Stop to discharge revenue passengers from Little Rock and beyond and to receive revenue passengers for Texarkana and beyond.

EXPLANATION OF CHARACTERS:

- C—Coal.
 - O—Fuel Oil.
 - W—Water.
 - Y—Wye Track.
 - T—Turntable.
 - ¶—Meal Station.
 - §—Track Scales.
 - ←—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service specified by Bulletin Order).
 - P—Telephone Communication only.
 - TP—Telegraph or Telephone Office not a Train Order Office.
- Register Stations are shown in full-faced type.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48

STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW

Stations	Miles from St. Louis	Train Numbers			
Hoxie Subdiv.:					
Black River.....	195.01	....	f 91	f 92	....
Giles.....	218.65	....	f 91	f 92	....
Calvin.....	235.99	....	f 91	f 92	....
Nuckles.....	266.70	....	f 91	f 92	....
Grand Glaise.....	273.63	....	f 91	f 92	....
Garner.....	305.48	....	f 91	f 92	....
Ward.....	317.60	....	f 91	f 92	....
Camilla.....	329.03	....	f 91	f 92	....
McAlmont.....	338.21	....	f 91	f 92	....
Fairmon.....	340.63	....	f 91	f 92	....
Doniphan Subdiv.:					
Hubbells.....	183.47	....	f 852	f 853	....
Sheehan.....	189.63	....	f 852	f 853	....
Pulaski.....	195.58	....	f 852	f 853	....
Owenmont.....	197.64	....	f 852	f 853	....
Little Rock Subdiv.:					
Mablevale.....	355.01	....	f 17	f 18	....
Alexander.....	358.72	....	f 17	f 18	....
Haskell.....	373.34	....	a 17	f 18	....
Perla.....	386.92	....	f 17	f 18	....
Smithton.....	424.32	....	f 17	f 18	....
Mandeville.....	483.63	....	....	f 18	....
Norman Subdiv.:					
Doane.....	429.71	....	f 856	f 857	....
Loomis.....	430.14	....	f 856	f 857	....
Summit.....	433.14	....	f 856	f 857	....
Nutts.....	460.02	....	f 856	f 857	....
Majors.....	461.88	....	f 856	f 857	....
Friendship Crossing.....	462.79	....	f 856	f 857	....
Nashville Subdiv.:					
Dolph.....	463.80	....	f 850	f 851	....
Conway's Crossing.....	468.95	....	f 850	f 851	....
Clow.....	477.00	....	f 850	f 851	....
Bellair.....	477.68	....	f 850	f 851	....
Compton.....	480.10	....	f 850	f 851	....
Benton Subdiv.:					
Chemical.....	374.25	....	f 854	f 855	....
Producing.....	388.75	....	f 854	f 855	....
Koons.....	394.97	....	f 854	f 855	....
Vicks.....	398.69	....	f 854	f 855	....
Gurdon Subdiv.:					
Sayre.....	438.74	....	f 821	f 848	f 847 f 822

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

TIME-TABLE

No. 95

FEBRUARY 2, 1941

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS										
			201 Passenger Daily	17 Passenger Daily	7 Passenger Daily	219 Passenger Daily	3 Passenger Daily	231 Passenger Daily	25 Passenger Daily	225 Passenger Daily	1 Passenger Daily		
0		ST. LOUIS		10 35PM	2 00AM			8 15AM		2 00PM			5 32PM
X166	165.53	(CS. POPLAR BLUFF OWCTY) 7.60		3 00AM	6 40AM			1 20PM		6 10PM			9 50PM
	173.13	P. PHD JUNCTION... 0.01											
X173	173.14	P. HARVIELL... 7.34						m 1 32					
X180	180.48	TP. NEELYVILLE, MO... Y* 5.76						s 1 43					
X186	186.24	P. MOARK, ARK... 6.01											
X192	192.25	TP. CORNING... 6.30		s 3 27				s 2 00		u 6 35			
X199	198.55	CS. KNOBEL... WY* 4.35		s 3 55 368	7 23			s 2 13		s 6 50			10 22
X203	202.90	P. PEACH ORCHARD... 4.79		4 03	7 28			k 2 20		6 57			10 26
X208	207.69	LS. DELAPLAINE... 6.76		4 10	7 33			2 26		7 02			10 31
X214	214.45	P. O'KEAN... 5.86		4 18	7 40 60			a 2 34		7 09			10 38
X220	220.31	P. MURTA... 3.32		4 24	7 46			2 40 92		7 15			10 44
	223.63	P. AA JUNCTION... 1.27		4 28	7 50			2 44		7 19			10 48
X225	224.90	LS. WALNUT RIDGE... 1.44											
X226	226.34	CS. HOXIE St. L.-S.F. Crossing 2.24		s 4 40	s 8 02			s 2 53		s 7 26			cm 10 52
	228.58	P. BXB JUNCTION... W 3.86		4 45	8 05			2 58		7 29			10 55
X232	232.44	P. MINTURN... 6.50		4 50	8 09			3 03		7 33			10 59
X239	238.94	LS. ALICIA... 5.37		4 58	8 16			f 3 10		7 40			11 05
X244	244.31	P. SWIFTON... 3.76		5 04 26	8 22			f 3 17		7 45			11 10
X248	248.07	P. VANCE... 3.81		5 11	8 26			3 22		7 49			11 14
X252	251.88	LS. TUCKERMAN... 4.91		k 5 16	8 30			s 3 27		7 53			11 18
X257	256.79	P. CAMPBELL... 2.45		5 21	8 35			3 33		7 58			11 23
	259.24	P. DOD JUNCTION... 0.17		5 24 60	8 39			3 36 76		8 01			11 26
X259	259.41	P. DIAZ... Y* 1.91								7 05PM			
	261.32	C. R. I. & P. CROSSING 0.41											
X262	261.73	CS. NEWPORT... CTW 2.21		s 5 40	s 8 50			s 3 48	s 7 15	s 8 09			s 11 38PM
	263.94	P. CC JUNCTION... 0.25											
	264.19	...DRAW BRIDGE... (White River) 0.22											
	264.41	P. DD JUNCTION... 5.41											
X270	269.82	P. OLYPHANT... 4.40											
	274.22	P. FF JUNCTION... 3.91											
X278	278.13	TP. BRADFORD... 5.22						s 4 11					
X283	283.35	P. RUSSELL... 3.35											
	286.70	P. GG JUNCTION... 1.71											
X288	288.41	CS. BALD KNOB... OWY* 4.20		12 25AM	s 6 25	9 25	9 40AM	s 4 30	7 53PM	8 36	9 00PM		12 08AM
X293	292.61	LS. JUDSONIA... 3.84						s 4 42					
X296	296.45	LS. KENSETT-M. & A. Crossing... 3.29		12 34	s 6 45	s 9 39	k 9 50	s 4 55		8 44	s 9 08		12 16
	299.74	...C. R. I. & P. CROSSING... 0.03											
X300	299.77	LS. HIGGINSON... 8.48		12 38	6 50	9 43	9 54	s 5 02		8 47	9 12		12 20
X308	308.25	P. McRAE... 4.48											
X313	312.73	LS. BEEBE... 7.74		12 50	s 7 08	9 59	k 10 08	s 5 20		8 59	9 24		12 31
X320	320.47	P. AUSTIN... W* 2.59											
X323	323.06	LS. CABOT... 3.65						s 5 32					
X327	326.71	P. HOLLAND... 5.43		1 03	7 23	10 14	10 23	5 38		9 13	9 39		12 45
X332	332.14	P. JACKSONVILLE... 4.23											
X336	336.37	P. VALENTINE... 6.78		1 11	7 32	10 23	10 32	5 47 91		9 21	9 48		12 55
	343.15	...Cotton Belt Connection... 1.01											
	344.16	CENTRAL DIV. CROSSING 0.06											
X344	344.22	CS. NO. LITTLE ROCK. OCWYTI* 178.69		1 18AM	7 39AM	10 32AM	10 40AM	5 54PM		9 28PM	9 55PM		1 02AM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

5

TIME-TABLE No. 95 FEBRUARY 2, 1941		TRAINS NORTHWARD								
		FIRST CLASS								
		2	26	226	4	232	220	8	224	18
STATIONS		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
490.27	ST. LOUIS	8 28AM	11 30AM		5 45PM		11 15PM		7 35AM	
Yd. 324.74	(CS..POPLAR BLUFF..0WCTYS) 7.60	s 3 55AM	s 6 55AM		s 12 30PM		s 6 55PM		s 2 40AM	
317.14	P...PHD JUNCTION... 0.01									
87 317.13	P...HARVIELL... 7.34				b 12 13					
87 309.79	TP...NEELYVILLE, MO... 5.76				s 12 05PM					
88 304.03	P...MOARK, ARK... 6.01									
145 298.02	TP...CORNING... 6.30		n 6 10		s 11 48AM				s 1 58	
89 291.72	CS...KNOBEL... WY* 4.35	s 3 02	6 03		k 11 38		s 6 15		s 1 50 ⁶⁹	
88 287.37	P...PEACH ORCHARD... 4.79	2 56	5 58		11 32		5 56		1 25	
87 282.58	LS...DELAPLAINE... 6.76	2 51	5 52		11 26		5 51		1 20 ⁶⁵	
90 275.82	P...O'KEAN... 5.86	2 44	5 44		a 11 18		5 43		1 13	
89 269.96	P...MURTA... 3.32	2 38	5 38		11 13		5 38		1 07	
266.64	P...AA JUNCTION... 1.27	2 34 ⁶⁹	5 34		11 09		5 35		1 03	
265.37	LS...WALNUT RIDGE... 1.44									
263.93	CS...HOXIE St.L.-S.F.Crossing... 2.24	2 32	s 5 31		s 11 05		s 5 32		s 1 00	
154 261.69	P...BXB JUNCTION... W 3.86	2 29	5 23		10 58		5 24		12 50	
110 257.83	P...MINTURN... 6.50	2 25	5 18		10 54		5 20		12 45	
113 251.33	LS...ALICIA... 5.37	2 19 ⁶⁵	5 10		10 48		5 13		12 35	
110 245.96	P...SWIFTON... 3.76	2 14	5 04 ¹⁷		10 43		5 07		k 12 26	
113 242.20	P...VANCE... 3.81	2 10	5 00		10 39		5 03		12 17	
108 238.39	LS...TUCKERMAN... 4.91	2 06	4 56		s 10 35		4 59		k 12 12	
73 233.48	P...CAMPBELL... 0.17	2 01	4 51		10 28		4 54		12 07	
231.03	P...DOD JUNCTION... 1.91	1 58	4 48		10 25		4 51		12 04	
105 230.86	P...DIAZ... Y* 0.41					10 34AM				
228.95	.C. R. I. & P. CROSSING									
109 228.54	CS...NEWPORT... CTW* 2.21	s 1 55	s 4 45		s 10 20	s 10 30	s 4 47		s 12 01AM	
226.33	P...CC JUNCTION... 0.25									
226.08	...DRAW BRIDGE... 0.22									
225.86	P...DD JUNCTION... 5.41									
117 220.45	P...OLYPHANT... 4.40									
216.05	P...FF JUNCTION... 3.91									
222 212.14	TP...BRADFORD... 5.22								k 11 32PM	
206.92	P...RUSSELL... 3.35									
203.57	P...GG JUNCTION... 1.71									
n133 s84 201.86	CS...BALD KNOB... CWY* 4.20	1 14	4 02	s 4 25AM	s 9 45	9 50AM	s 4 00PM	j 4 12	s 7 50PM s 11 22	
197.66	LS...JUDSONIA... 3.84				s 9 31				k 7 40 d 11 12	
193.82	LS...KENSET-M. & A. Crossing... 3.29	1 06	j 3 51	s 4 06	s 9 25		s 3 45	s 4 01	s 7 35 s 11 07	
190.53	.C. R. I. & P. CROSSING... 0.03									
106 190.50	LS...HIGGINSON... 8.48	1 02	3 46	3 57	9 18		3 40	3 53	k 7 30 d 10 57	
182.02	P...McRAE... 4.48								k 7 21	
91 177.54	LS...BEEBE... 7.74	12 47	3 33	3 42	s 9 05		k 3 28	3 41	s 7 16 k 10 42	
169.80	P...AUSTIN... W* 2.59									
167.21	LS...CABOT... 3.65				f 8 55		3 19	3 29	s 7 05 10 29	
82 163.56	P...HOLLAND... 5.43	12 32	3 20	3 25	8 52		3 16	3 25	7 01 10 25	
158.13	P...JACKSONVILLE... 4.23									
84 153.90	P...VALENTINE... 6.78	12 22	3 10	3 13	8 43		3 07	3 14	6 51 10 15	
147.12	...Cotton Belt Connection... 1.01									
146.11	.CENTRAL DIV. CROSSING... 0.06									
Yd. 146.05	CS NO. LITTLE ROCK..OCWYT* 178.69	12 14AM	3 00AM	3 05AM	8 35AM		2 59PM	3 05PM	6 43PM 10 05PM	

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

TIME-TABLE

No. 95

FEBRUARY 2, 1941

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	265	269	65	69	67	261	91	363
			Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
0		ST. LOUIS			6 20PM	7 40PM				6 20PM
X166	165.53	CS. POPLAR BLUFF. OWCTYS			12 01AM	12 55AM	7 15AM		7 20AM	11 50PM
	173.13	P. PHD JUNCTION								
X173	173.14	P. HARVIELL							f 7 35	
X180	180.48	TP. NEELYVILLE, MO. Y*							s 7 50	
X186	186.24	P. MOARK, ARK.							f 8 05	
X192	192.25	TP. CORNING							s 8 30	
X199	198.55	CS. KNOBEL. WY*			12 50	1 50 ¹⁸	8 10 ⁶⁰		s 9 20	12 37AM
X203	202.90	P. PEACH ORCHARD			12 57	1 58	8 16		f 9 45	
X208	207.69	LS. DELAPLAINE			1 20 ¹⁸	2 06	8 23		f 10 00	
X214	214.45	P. O'KEAN			1 35	2 16	8 33		f 10 15	
X220	220.31	P. MURTA			1 43	2 23	8 41		f 10 45	
	223.63	P. AA JUNCTION			1 48	2 27 ²	8 46		10 55	
X225	224.90	LS. WALNUT RIDGE							s 11 15	
X226	226.34	CS. HOXIE ST.L.-S.F. Crossing			1 52	2 33	8 50		s 11 30	
	228.58	P. BXB JUNCTION. W			1 57	2 43	8 55		11 40	
X232	232.44	P. MINTURN			2 03	2 50	9 02		f 11 59AM	
X239	238.94	LS. ALICIA			2 19 ²	2 59	9 12		s 12 25PM ⁹²	
X244	244.31	P. SWIFTON			2 28	3 06	9 20		s 12 45 ⁷²	
X248	248.07	P. VANCE			2 33	3 11	9 26		f 12 55	
X252	251.88	LS. TUCKERMAN			2 38	3 16	9 32		s 1 10	
X257	256.79	P. CAMPBELL			2 44	3 22	9 40		f 1 20	
	259.24	P. DOD JUNCTION			2 48	3 26	9 45		1 25	
X259	259.41	P. DIAZ. Y*		12 30AM				12 10PM	f 1 30	
	261.32	C. R. I. & P. CROSSING								
X262	261.73	CS. NEWPORT. CTWS		1 30	2 55	3 35	9 55	1 00	s 2 00	
	263.94	P. CC JUNCTION								
	264.19	...DRAW BRIDGE								
	264.41	P. DD JUNCTION								
X270	269.82	P. OLYPHANT							f 2 25	
	274.22	P. FF JUNCTION								
X278	278.13	TP. BRADFORD							f 2 50	
X283	283.35	P. RUSSELL							f 3 00	
	286.70	P. GG JUNCTION								
X288	288.41	CS. BALD KNOB. CWY*	2 00AM	2 20AM	3 40	4 32	11 45AM	2 00PM	s 3 15	
X293	292.61	LS. JUDSONIA							f 3 25	
X296	296.45	LS. KENSETT-M. & A. Crossing							s 3 50	
	299.74	C. R. I. & P. CROSSING								
X300	299.77	LS. HIGGINSON	2 30		4 00	4 50	12 10PM		f 4 15	
X308	308.25	P. McRAE							f 4 30	
X313	312.73	LS. BEEBE	3 00		4 18	5 09	12 30		s 4 45	
X320	320.47	P. AUSTIN. W*							f 4 58	
X323	323.06	LS. CABOT							s 5 10	
X327	326.71	P. HOLLAND	3 30		4 38	5 29	12 50		5 20	
X332	332.14	P. JACKSONVILLE							f 5 30	
X336	336.37	P. VALENTINE	3 50		4 50	5 45	1 08		f 5 47 ³	
	343.15	...Cotton Belt Connection...								
	344.16	CENTRAL DIV. CROSSING								
X344	344.22	CS. NO. LITTLE ROCK. OCWYTS*	4 45AM		5 15AM	6 05AM	1 30PM		6 25PM	
	178.69		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

Sliding Capacity in Cars Miles from Texarkana		TIME-TABLE		TRAINS NORTHWARD							
		No. 95		SECOND CLASS							
		FEBRUARY 2, 1941		260	368	60	92	72	272	76	270	266
STATIONS		Daily	Daily	Daily	Local Freight Daily Ex. Sunday	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily	Red Ball Freight Daily
490.27	ST. LOUIS		12 30PM	9 05PM							
Yd. 324.74	CS. POPLAR BLUFF. OWCTYS		5 00AM	9 45AM	6 50PM	3 00PM		8 00PM			
317.14	P. PHD JUNCTION										
87 317.13	P. HARVIELL				f 6 15						
87 309.79	TP. NEELYVILLE, MO	Y*			s 6 00						
88 304.03	P. MOARK, ARK.				f 5 30						
145 298.02	TP. CORNING				s 5 00						
89 291.72	CS. KNOBEL	WY*	355AM ¹⁷	8 10	s 4 30	1 52		5 50			
88 287.37	P. PEACH ORCHARD			8 00	f 4 00	1 45		5 43			
87 282.58	LS. DELAPLAINE			7 50	f 3 30	1 39		5 35			
90 275.82	P. O'KEAN			7 40	f 3 05	1 30		5 25			
89 269.96	P. MURTA			7 05	f 2 40	1 22		5 15			
266.64	P. AA JUNCTION			6 55	2 10	1 16		5 05			
265.37	LS. WALNUT RIDGE				s 2 00						
263.93	CS. HOXIE St.L.-S.F. Crossing			6 40	s 1 30	1 12		4 55			
154 261.09	P. BXB JUNCTION	W		6 30	12 55	1 07		4 50			
110 257.83	P. MINTURN			6 23	f 12 40	1 02		4 40			
113 251.33	LS. ALICIA			6 10	s 1225PM ⁹¹	12 53		4 25			
110 245.96	P. SWIFTON			6 00	s 11 55AM	1245 ⁹¹		4 10			
113 242.20	P. VANCE			5 50	f 11 45	12 38		4 00			
108 238.39	LS. TUCKERMAN			5 40	s 11 35	12 32		3 50			
73 233.48	P. CAMPBELL			5 30	f 11 15	12 25		3 40			
231.03	P. DOD JUNCTION			524 ¹⁷	11 06	12 21		336 ³			
105 230.86	P. DIAZ	Y*	3 50AM		f 11 05	12 20			4 35PM		
228.95	C. R. I. & P. CROSSING										
109 228.54	CS. NEWPORT	CTW*	3 45	5 10	s 11 00	12 15PM		3 30	4 30		
226.33	P. CC JUNCTION										
226.08	P. DRAW BRIDGE										
225.86	P. DD JUNCTION										
117 220.45	P. OLYPHANT				f 10 15						
216.05	P. FF JUNCTION										
222 212.14	TP. BRADFORD				f 9 50						
206.92	P. RUSSELL				f 9 40						
203.57	P. GG JUNCTION										
133 201.86	CS. BALD KNOB	CWY*	1 50AM	3 20	s 9 30	11 30AM	2 30PM	2 45	3 00PM	12 45AM	
197.66	LS. JUDSONIA				s 9 10						
193.82	LS. KENSETT-M. & A. Crossing				s 8 55						
190.53	C. R. I. & P. CROSSING										
106 190.50	LS. HIGGINSON			2 58	f 8 35	11 10	2 10	2 20		11 53PM	
182.02	P. McRAE				f 8 15						
91 177.54	LS. BEEBE			2 34	s 8 05	10 50	1 50	2 00		11 30	
169.80	P. AUSTIN	W*			f 7 40						
167.21	LS. CABOT				s 7 35						
82 163.56	P. HOLLAND			2 07	f 7 25	10 31	1 30	1 40		11 06	
158.13	P. JACKSONVILLE				f 7 15						
84 153.90	P. VALENTINE			1 50	f 7 05	10 15	1 15	1 20		10 50	
147.12	Cotton Belt Connection										
146.11	CENTRAL DIV. CROSSING										
Yd. 146.05	CS. No. LITTLE ROCK. OCWYTS*			1 30AM	s 6 45AM	10 00AM	1 00PM	1 05PM		10 30PM	
178.69		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

TIME-TABLE
No. 95

FEBRUARY 2, 1941

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis	STATIONS	TRAINS SOUTHWARD										
			1	201	21	17	7	219	117	3	25	125	225
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
X344	344.22	CS. NORTH LITTLE ROCK. 0.13	1 02AM	1 18AM		7 39AM	10 32AM	10 40AM	10 55AM	5 54PM	9 28PM	9 40PM	9 55PM
	344.35	Central Division Junction. 1.02											
	345.37	DRAW BRIDGE. Arkansas River 0.31											
X346	345.68	LITTLE ROCK. 0.38	<i>s</i> 1 15 <i>s</i> 1 45	1 25AM	1 50AM	<i>s</i> 7 50 <i>s</i> 8 25	<i>s</i> 1040 <i>s</i> 1115	²¹⁹ <i>s</i> 1045 <i>s</i> 1110	11 00AM	<i>s</i> 6 05 <i>s</i> 6 30	<i>s</i> 9 40 <i>s</i> 10 20	9 45PM	10 05PM
	346.06	CS. HH Tower-C.R.I.&P. Crossing 16.11											
X363	362.17	P. BRYANT. 6.12				<i>f</i> 8 55							
	368.29	HOT SPRINGS JCT. 0.04						11 39AM					
	368.33	P. BN JUNCTION. 0.40											
X369	368.73	LS. BENTON. WY. 1.52				<i>s</i> 9 10	<i>j</i> 11 48AM			<i>s</i> 7 08			
	370.25	P. MM JUNCTION. 3.09											
	373.34	P. HASKELL. 0.35											
	373.69	P. C. R. I. & P. CROSSING. 3.63											
X377	377.32	P. TRASKWOOD. 7.34				<i>a</i> 9 40				<i>a</i> 7 20			
X385	384.66	P. GIFFORD. 4.10											
X389	388.76	CS. MALVERN. WY. 0.89				<i>s</i> 10 00	<i>k</i> 12 12PM			<i>s</i> 7 38	<i>w</i> 11 11		
	389.65	C. R. I. & P. CROSSING. 0.48											
	390.13	M. & F. V. JUNCTION. 5.13											
X395	395.26	P. ETTA. 4.37	2 40		2 45	10 08	12 18			7 48	11 18		
X400	399.63	LS. DONALDSON. 6.23	2 44		2 49	<i>s</i> 10 14	12 23			<i>a</i> 7 54	11 23		
X406	405.86	P. WITHERSPOON. 5.16	2 50		2 55	<i>k</i> 10 22	12 29			8 04	11 29		
X411	411.02	LS. ARKADDELPHIA. 4.09	2 55		3 00	<i>s</i> 1030 ⁹⁶	<i>k</i> 12 35			<i>s</i> 8 12	11 35		
X415	415.11	P. GUM SPRINGS. 5.04	2 59		3 04	10 36	1240 ⁸			8 19	11 39		
X420	420.15	P. CURTIS. 2.19	3 04		3 09	<i>a</i> 10 42	12 45			8 25	11 44		
	422.34	P. RR JUNCTION. 3.96	3 06		3 11	10 45	12 48			8 29	11 47		
X426	426.30	CS. GURDON. OCWYT. 3.00	<i>s</i> 3 17		<i>s</i> 3 22	<i>s</i> 11 00	<i>s</i> 1 01			<i>s</i> 8 40	<i>s</i> 11 55PM		
	429.30	P. BCD JUNCTION. 0.81	3 25 ⁷³		3 30 ⁷³	11 05	1 04			8 45	12 05AM		
X430	430.11	P. BEIRNE. 7.51	3 26		3 31	<i>a</i> 11 06	1 05			8 46	12 06		
X438	437.62	P. BOUGHTON. 4.80	3 33		3 38	11 15	1 13			<i>a</i> 8 54	12 13		
X442	442.42	LS. PRESCOTT. 3.17	<i>p</i> 3 39		3 44	<i>s</i> 11 25	<i>k</i> 1 19			<i>s</i> 9 01	12 18		
X446	445.59	P. SS SIDING. 4.04	3 42		3 47	11 30	1 24			9 05	12 21		
X450	449.63	LS. EMMET. 5.01	3 46		3 51	<i>s</i> 11 35	1 29			<i>a</i> 9 10	1225 ²⁶		
X455	454.64	P. TT SIDING. 3.15	3 51		3 57	1145 ⁸	1 35			<i>s</i> 918 <i>s</i> 929 ²²	12 31		
X458	457.79	CS. HOPE. Y. 0.13	3 55		<i>s</i> 4 10	<i>s</i> 11 55AM	<i>s</i> 1 41			<i>s</i> 9 45	<i>s</i> 12 37		
	457.92	ST. L.-S. F. CROSSING. 5.14											
X463	463.06	P. GUERNSEY. 2.96	4 02		4 17	12 05PM	1 48			9 57	12 45		
X466	466.02	P. SHEPPARD. 5.28	4 06		4 20	12 09	1 52			10 02	12 49		
X471	471.30	CS. FULTON. W. 6.47	4 13		4 26	<i>s</i> 12 16	1 58			<i>a</i> 10 12	12 55		
X478	477.77	P. HOMAN. 2.64	4 20		4 33	12 24	2 06			10 21	1 02		
X480	480.41	P. CLEAR LAKE JCT. 9.86	4 23		436 ⁷²	12 28	2 10			10 25	1 05		
X491	490.27	CS. TEXARKANA. CWYT. 146.05	4 40AM		4 50AM	12 45PM	2 30PM			10 45PM	1 25AM		

LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

9

Siding Capacity in Cars	Miles from Texarkana	TIME-TABLE																					
		No. 95																					
		FEBRUARY 2, 1941																					
		TRAINS NORTHWARD																					
		FIRST CLASS																					
		226	104	4	220	8	124	224	18	22	2	26											
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger											
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											
STATIONS																							
Yd.	146.05	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p>CS. NORTH LITTLE ROCK. 0.13</p> <p>Central Division Junction. 1.02</p> <p>DRAW BRIDGE... Arkansas River 0.31</p> <hr/> <p>LITTLE ROCK. 0.38</p> <p>CS. HH Tower-C.R.I.&P. Crossing 16.11</p> <p>P. BRYANT. 6.12</p> <p>HOT SPRINGS JCT. 0.04</p> <p>BN JUNCTION. 0.40</p> <p>LS. BENTON. WY. 1.52</p> <p>P. MM JUNCTION. 3.09</p> <p>HASKELL. 0.35</p> <p>P. C. R. I. & P. CROSSING. 3.63</p> <p>TRASKWOOD. 7.34</p> <p>P. GIFFORD. 4.10</p> <p>CS. MALVERN. WY. 0.89</p> <p>C. R. I. & P. CROSSING. 0.48</p> <p>M. & F. V. JUNCTION. 5.13</p> </div> <div style="width: 45%; text-align: right;"> <p>Two Main Tracks</p> <p>Centralized Traffic Control</p> <p>Two Main Tracks</p> <p>Two Main Tracks</p> </div> </div>																					
	145.92																						
	144.90																						
Yd.	144.59	3 00AM	8 20AM	s { 8 30 8 05 }	s { 255 245 } s	s { 300 230 } 220	4 45PM	6 40PM	s { 10 00 9 20 }	11 40PM	s { 12 10AM 11 50PM }	s { 2 55 2 30 }											
	144.21																						
141	128.10																						
	121.98																						
	121.94																						
	121.54																						
	120.02																						
238	116.93																						
	116.58																						
130	112.95																						
90	105.61																						
124	101.51																						
	100.62																						
	100.14																						
89	95.01	P		6 49		1 11			7 15	10 27	10 34	1 23 ⁷³											
89	90.64	LS		6 44		1 05		s	7 09	10 22	10 30	1 19											
89	84.41	P		6 37		12 57		k	7 02	10 16	10 24	1 13											
75	79.25	LS		s	6 28	s	12 47	s	6 54	10 10	10 19	1 08 ²⁷¹											
75	75.16	P		6 23		12 40	7	s	6 45	10 05	10 15	1 04											
89	70.12	P		6 18		12 34		a	6 40	9 59	10 10	12 59											
	67.93	P		6 15		12 31			6 35	9 56	10 08	12 56											
93	63.97	CS		s	6 10	s	12 26	s	6 30	s	9 52	s	10 03										
91	60.97	P		6 00		12 16			6 07	9 42	9 53	12 47											
89	60.16	P		5 59		12 15		a	6 06	9 41	9 52	12 46											
74	52.65	P		5 51		12 07		a	5 57 ⁶⁷	9 34 ⁹⁷	9 45 ⁹⁷	12 38											
81	47.85	LS		s	5 44	s	12 01PM	s	5 50	c	9 30	9 41	12 33										
61	44.68	P		5 39		11 55AM			5 43	9 27	9 38	12 30											
89	40.64	LS		5 35		11 50		s	5 38	9 23	9 34	12 25 ²⁵											
56	35.63	P		5 30		11 45	17		5 31	9 18	9 29	12 17											
95	32.48	CS		s	5 25	s	11 40	s	5 27	9 15	s	9 25	s	12 12AM									
	32.35																						
	32.35																						
91	27.21	P		5 09		11 31			5 16	9 09	9 19	11 56PM											
90	24.25	P		5 06	73	11 28			5 12	9 06	9 16	11 53											
103	18.97	CS		5 00	72	11 22	69		s	5 05	9 00	9 10	11 47										
76	12.50	P		4 53		11 15		a	4 57	8 53	9 03	11 40											
	9.86	P		4 50		11 12			4 53	8 50	9 00	11 37											
Yd.		CS		4 35AM		11 00AM			4 40PM	8 35PM	8 45PM	11 25PM											
	146.05	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

TIME-TABLE

No. 95

FEBRUARY 2, 1941

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	65	69	95	67	97	271	73		
			Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight		
			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Saturday	Daily		
X344	344.22	CS. NORTH LITTLE ROCK 0.13	6 00AM	6 25AM	6 45AM	2 15PM		10 35PM	11 00PM		
.....	344.35	Central Division Junction 1.02 (Arkansas River)									
.....	345.37	DRAW BRIDGE 0.31									
X346	345.68	LITTLE ROCK 0.38									
.....	346.08	CS.HH Tower-C.R.I. & P. Crossing 16.11									
X363	362.17	P. BRYANT 6.12			f 7 25						
.....	368.29	HOT SPRINGS JCT. 0.04									
.....	368.33	P. BN JUNCTION 0.40									
X369	368.73	LS. BENTON WY 1.52			s 8 15						
.....	370.25	P. MM JUNCTION									
.....	373.34	P. HASKELL									
.....	373.69	P. C. R. I. & P. CROSSING 3.63									
X377	377.32	P. TRASKWOOD 7.34			f 8 45						
X385	384.66	P. GIFFORD 4.10			f 9 00						
X389	388.76	CS. MALVERN WY 0.89			s 10 40						
.....	389.65	C. R. I. & P. CROSSING 0.48									
.....	390.13	M. & F. V. JUNCTION 5.13									
X395	395.26	P. ETTA 4.37	7 52	7 57	f 10 55	4 07		12 30AM	1 23AM ²⁶		
X400	399.63	LS. DONALDSON 6.23	7 58	8 03	s 11 10 ⁹⁶	4 15		12 38	1 34		
X406	405.86	P. WITHERSPOON 5.16	8 07	8 12	f 11 25	4 25		12 48	1 45		
X411	411.02	LS. ARKADDELPHIA 4.09	8 14	8 19	s 11 45AM	4 35		1 08 ²⁶	2 05		
X415	415.11	P. GUM SPRINGS 5.04	8 20	8 27	f 12 01PM	4 42		1 20	2 15		
X420	420.15	P. CURTIS 2.19	8 28 ⁹⁶	8 35 ⁹⁶	f 12 15	4 50		1 30	2 25		
.....	422.34	P. RR JUNCTION 3.96	8 32	8 40	12 20	4 55		1 35	2 30		
X426	426.30	CS. GURDON OCWY 3.00	8 50	9 00	12 45PM	5 20	8 50PM	2 30AM	3 04		
.....	429.30	P. BCD JUNCTION 0.81	9 10	9 20		5 30 ⁶⁰	8 56		{ 3 20 } ¹ { 3 30 } ²¹		
X430	430.11	P. BEIRNE 7.51	9 13	9 22		5 32	f 9 00		3 35		
X438	437.62	P. BOUGHTON 4.80	9 30	9 40		5 57 ¹⁸	f { 9 29 } ²² { 9 45 } ²		3 45		
X442	442.42	LS. PRESCOTT 3.17	9 40	9 50		6 07	s 10 10		3 52		
X446	445.59	P. SS SIDING 4.04	9 45	9 58		6 15	10 20		3 57		
X450	449.63	LS. EMMET 5.01	9 52	10 05		6 24	f 10 35		4 03		
X455	454.64	P. TT SIDING 3.15	10 00	10 15		6 32	10 45		4 10		
X458	457.79	CS. HOPE 0.13	10 10	10 30		6 40	10 55PM		4 30		
.....	457.92	ST. L.-S. F. CROSSING 5.14									
X463	463.06	P. GUERNSEY 2.96	10 25	10 45		6 50			4 45		
X466	466.02	P. SHEPPARD 5.28	10 30	10 51		6 56			{ 5 01 } ⁴ { 5 11 } ⁷²		
X471	471.30	CS. FULTON 6.47	10 40	11 22 ⁸		7 08			5 20		
X478	477.77	P. HOMAN 2.64	10 52	11 40		7 22			5 29		
X480	480.41	P. CLEAR LAKE JCT. 9.86	11 00	11 46AM		7 27			5 33		
X491	490.27	CS. TEXARKANA CWY 146.05	11 59AM	12 15PM		8 30PM			6 00AM		
			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Saturday	Daily		

LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

Siding Capacity in Cars	Miles from Texarkana	TIME-TABLE No. 95 FEBRUARY 2, 1941		TRAINS NORTHWARD								
				SECOND CLASS								
				72 Red Ball Freight Daily	272 Red Ball Freight Daily Ex. Monday	96 Local Freight Daily Ex. Sunday	60 Red Ball Freight Daily	98 Local Freight Daily Ex. Sunday				
		STATIONS										
Yd.	146.05	CS. NORTH LITTLE ROCK		9 00AM	10 30AM	4 00PM	9 30PM					
...	145.92	0.13 Central Division Junction.										
...	144.90	1.02 DRAW BRIDGE... (Arkansas River)										
Yd.	144.59	0.31 LITTLE ROCK										
...	144.21	0.38 CS. HH Tower-C.R.I.&P. Crossing										
141	128.10	16.11 P. BRYANT				f 3 15						
...	121.98	6.12 HOT SPRINGS JCT.										
...	121.94	0.04 P. BN JUNCTION										
...	121.54	0.40 LS. BENTON WY§				s 2 30						
...	120.02	1.52 P. MM JUNCTION										
238	116.93	3.09 P. HASKELL										
...	116.58	0.35 P. C. R. I. & P. CROSSING										
130	112.95	3.63 P. TRASKWOOD				f 1 00						
90	105.61	7.34 P. GIFFORD				f 12 45						
124	101.51	4.10 CS. MALVERN WY§*				s 12 12PM						
...	100.62	0.89 C. R. I. & P. CROSSING										
...	100.14	0.48 M. & F. V. JUNCTION										
89	95.01	5.13 P. ETTA		7 08	7 25	f 11 20AM	6 39					
89	90.64	4.37 LS. DONALDSON		7 02	7 18	s 1110 ⁹⁵	6 33					
89	84.41	6.23 P. WITHERSPOON		6 53	7 08	f 10 52	6 25					
75	79.25	5.16 LS. ARKADDELPHIA		6 45	6 58	s 1030 ¹⁷	6 18					
75	75.16	4.09 P. GUM SPRINGS		6 38	6 50	f 8 45	6 12					
89	70.12	5.04 P. CURTIS		6 30	6 40	f { 835 ⁶⁹ 828 ⁶⁵	6 05					
...	67.93	2.19 P. RR JUNCTION		6 25	6 36	8 05	6 01					
#93 #91	63.97	3.96 CS. GURDON OCWYT§*		6 20	6 30AM	8 00AM	5 55	8 25PM				
...	60.97	3.00 P. BCD JUNCTION		6 13			5 30 ⁶⁷	8 19				
89	60.16	0.81 P. BEIRNE		6 12			5 28	f 8 17				
74	52.65	7.51 P. BOUGHTON		6 02			5 18	f 7 57				
81	47.85	4.80 LS. PRESCOTT		5 55			5 10	s 7 51				
61	44.68	3.17 P. SS SIDING		5 50			5 05	7 21				
89	40.64	4.04 LS. EMMET		5 45			4 58	f 7 15				
56	35.63	5.01 P. TT SIDING		5 37			4 50	7 05				
95	32.48	3.15 CS. HOPE WY§*		5 30			4 45	7 00PM				
...	32.35	0.13 ST. L.-S. F. CROSSING										
91	27.21	5.14 P. GUERNSEY		5 16			4 33					
90	24.25	2.96 P. SHEPPARD		5 11 ⁷³			4 28					
103	18.97	5.28 CS. FULTON W*		5 00 ⁴			4 20					
76	12.50	6.47 P. HOMAN		4 41			4 10					
...	9.86	2.64 P. CLEAR LAKE JCT		4 36 ²¹			4 05					
Yd.		9.86 CS. TEXARKANA CWYT§		4 00AM			3 45PM					
	146.05			Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday				

GURDON SUBDIV.—GURDON TO EL DORADO

Station Numbers	Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	TRAINS SOUTHWARD							
			FIRST CLASS			SECOND CLASS				
			821 Passenger	847 Passenger			271 Red Ball Freight	891 Local Freight	275 Red Ball Freight	
STATIONS			Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily	
X426	426.30	CS.....GURDON.....OTCWY \$	6 30AM	1 35PM						
		1.00								
	427.30	.....GURDON YARD.....	6 32	1 40				3 30AM	1210PM ⁸⁴⁸	6 30PM
		3.85								
E 5	431.15	P.....BA SIDING.....	6 39	1 45				3 45	12 25	6 40
		1.71								
E 6	432.86	LS.....WHELEN SPRINGS.....*f	6 42	1 48				3 50	12 35	6 45
		4.80								
E 11	437.66	LS.....READER.....*f	6 50	1 57				4 05 ²⁷⁴	12 50	7 05
		7.13								
E 18	444.79	LS.....CHIDESTER.....*f	7 02	2 08				4 20 ²⁷²	1 10	7 20
		7.68								
E 26	452.47	P.....LESTER.....*f	7 14	2 22				4 36	1 35	7 36
		7.41								
E 33	459.88	CS.....CAMDEN.....W	7 33	2 40 ⁸⁹¹				5 00	2 40 ⁸⁴⁷	8 26 ⁸²²
		0.95								
	460.86	.....ST. L. S. W. CROSSING.....								
		2.30								
E37a	463.16	P.....CULLENDALE.....	7 38 ⁸⁹⁰	2 45				5 10	3 30	8 40
		2.29								
E 39	465.45	.....TATE.....	7 42	2 49				5 17	3 50	8 50
		3.64								
E 43	469.09	P.....ELLIOTT.....f	7 48	2 55				5 25	4 05	9 05
		4.72								
E 47	473.81	.....AN SIDING.....	7 55	3 02				5 35	4 15	9 15
		0.69								
E 48	474.50	LS.....LOUANN.....s	7 58	3 05				5 37	4 20	9 17
		1.90								
E 50	476.40	P.....GRIFFIN.....*Yf	8 01	3 09				5 42	4 40	9 21
		1.89								
	478.29	.....DH SIDING.....	8 04	3 11				5 53 ⁸⁹⁰	4 50	9 26
		0.60								
E 52	478.89	LS.....SMACKOVER.....s	8 06	3 13				6 00	5 15	9 40
		1.71								
E 54	480.60	P.....KENOVA.....W	8 11	3 20				6 10	5 30	9 50
		3.15								
E57a	483.75	P.....FX SIDING.....	8 16	3 25				6 20	5 50	10 00
		0.80								
E 58	484.55	LS.....NORPHLET.....s	8 18	3 28				6 22	6 00	10 05
		2.95								
E 61	487.50	P.....RG SIDING.....	8 23	3 33				6 30	6 10	10 20
		4.75								
E 66	492.25	CS.....EL DORADO..TCOWY \$	8 35AM	3 45PM				7 00AM	6 30PM	11 30PM
		65.95	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday	Daily

NORMAN SUBDIV.—BETWEEN GURDON AND NORMAN

TRAINS SOUTHWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
857 Mixed					856 Mixed
Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	
10 50AM	485.94	LS.....NORMAN.....Y	XL 60	35	10 35AM
		5.17			
f 11 10	480.77	.....CADDO GAP.....	XL 54	27	f 10 15
		7.19			
s 11 40AM	473.58	LS.....GLENWOOD.....W	XL 47	32	s 9 50
		3.78			
s 12 05PM	469.80	.....ROSBORO.....	XL 43	17	s 9 30
		4.48			
s 12 25	465.32	LS.....AMITY.....	XL 39	31	s 9 12
		9.28			
f 1 00	456.04	.....SHAWMUT.....	XL 30	34	f 8 42
		2.04			
s 1 07	454.00	.....GRAYSON.....	XL 28	3	f 8 35
		7.42			
s { 1 35 2 50	446.58	P.....PK JUNCTION.....W	XL 20	25	s 8 10
		5.51			
f 3 10	441.07	.....OKOLONA.....	XL 15	15	f 7 53
		4.41			
f 3 25	436.66	.....BURSELL.....	XL 10	29	f 7 35
		10.24			
4 05PM	426.42	CS.....GURDON..OCWY \$	X 426	Yd.	7 00AM
Daily Ex. Sunday	59.52				Daily Ex. Sunday

DELIGHT SUBDIV.—BETWEEN PK JCT. AND KRAFT

TRAINS SOUTHWARD SECOND CLASS	Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
859 Mixed					858 Mixed
Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	
	457.46	.....END TRACK.....			
		0.08			
	457.38	.....KRAFT.....	EF11		
		5.28			
2 20PM	452.10	LS.....DELIGHT.....	EF 6	34	2 05PM
		4.91			
s 2 40	447.19	.....ANTOINE.....	EF 1	21	s 1 45
		0.61			
2 45PM	446.58	P.....PK JUNCTION.....W	XL20	25	1 40PM
Daily Ex. Sunday	10.86				Daily Ex. Sunday

GURDON SUBDIV.—EL DORADO TO GURDON

13

Siding Capacity in Cars	Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	TRAINS NORTHWARD						
			FIRST CLASS			SECOND CLASS			
			848 Passenger	822 Passenger		274 Red Ball Freight	272 Red Ball Freight	890 Local Freight	
STATIONS			Daily	Daily		Daily	Daily Ex. Monday	Daily Ex. Sunday	
Yd.	426.30	CS.....GURDON.....OTCWY§	s 12 15PM	s 9 35PM					
		1.00							
50	427.30	.....GURDON YARD.....	1210 891			5 00AM	6 00AM	11 45AM	
		3.85							
42	431.15	P.....BA SIDING.....	12 03PM	9 16		4 35	5 20	11 00	
		1.71							
...	432.86	LS.....WHELEN SPRINGS.....	*f 11 59AM	f 9 12		4 20	5 05	10 45	
		4.80							
35	437.66	LS.....READER.....	*f 11 51	f 9 04		4 05 271	4 45	10 15	
		7.13							
56	444.79	LS.....CHIDESTER.....	*f 11 38	f 8 51		3 40	4 20 271	9 30	
		7.68							
29	452.47	P.....LESTER.....	*f 11 25	f 8 38		3 20	4 05	9 00	
		7.41							
Yd.	459.88	CS.....CAMDEN.....W	s 11 13	s 8 26 275		3 00	3 45	8 45	
		0.98							
...	460.86	.....ST. L. S. W. CROSSING.....							
		2.30							
46	463.16	P.....CULLENDALE.....	11 04	8 17		2 28	3 10	7 38 821	
		2.29							
29	465.45	.....TATE.....	11 00	8 13		2 20	3 05	6 30	
		3.64							
30	469.09	P.....ELLIOTT.....	f 10 54	f 8 07		2 10	2 58	6 20	
		4.72							
58	473.81	.....AN SIDING.....	10 46	8 01		1 57	2 48	6 08	
		0.69							
...	474.50	LS.....LOUANN.....	s 10 44	s 7 59		1 55	2 46	6 05	
		1.90							
Yd.	476.40	P.....GRIFFIN.....*Y	f 10 41	f 7 56		1 50	2 42	6 00	
		1.89							
45	478.29	.....DH SIDING.....	10 38	7 53		1 43	2 38	5 53 271	
		0.60							
Yd.	478.89	LS.....SMACKOVER.....	s 10 37	s 7 52		1 40	2 35	5 40	
		1.71							
Yd.	480.60	P.....KENOVA.....W	10 30	7 45		1 25	2 27	5 15	
		3.15							
46	483.75	P.....FX SIDING.....	10 25	7 40		1 18	2 20	5 07	
		0.80							
...	484.55	LS.....NORPHLET.....	s 10 23	s 7 38		1 15	2 18	5 05	
		2.95							
71	487.50	P.....RG SIDING.....	10 18	7 33		1 05	2 11	4 58	
		4.75							
Yd.	492.25	CS.....EL DORADO...TOCWY§	10 10AM	7 25PM		12 30AM	2 00AM	4 45AM	
		65.95	Daily	Daily		Daily	Daily Ex. Monday	Daily Ex. Sunday	

BENTON SUBDIV.—BETWEEN BN JCT. AND PB JCT.

TRAINS SOUTHWARD			Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS							SECOND CLASS		
	855 Mixed						854 Mixed		
	Daily Ex. Sunday		Daily Ex. Sunday						
	9 30AM	368.73	LS.....BENTON.....WY	X 369	Yd. s 5 10PM				
			0.40						
	9 40	368.33	.....BN JUNCTION.....		5 00			
			0.34						
	f 9 56	375.02	.....C. R. I. & P. CROSSING.....					
			7.15						
	f 10 12	381.53	.....DETONTI.....*	XH 39	f 4 30			
			6.51						
	s 10 35	390.27	LS.....SHERIDAN.....	XH 24	s 3 35				
			6.93						
	f 11 00	397.18	.....PRAGUE.....*	XH 17	f 2 57			
			4.37						
	s 11 15	401.55	.....DOYLESTOWN.....	XH 13	s 2 42			
			1.50						
	f 11 20	403.05	.....FROST.....	XH 11	f 2 37			
			1.64						
	f 11 25	404.69	.....HARDIN.....	XH 9	f 2 32			
			8.03						
	11 47AM	412.72	P.....PB JUNCTION.....		2 05PM				
			1.36						
	s 11 59AM	414.08	CS.....PINE BLUFF...OWT§	K 43	Yd. 2 00PM				
			45.75						
	Daily Ex. Sunday				Daily Ex. Sunday				

14 HOT SPRINGS SUBDIV.—BETWEEN HOT SPRINGS JCT. AND HOT SPRINGS

TRAINS SOUTHWARD				Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS		
895 Local Freight Daily Ex. Sunday	893 Local Freight Daily Ex. Sunday	219 Passenger Daily	817 Passenger Daily					220 Passenger Daily	818 Passenger Daily	894 Local Freight Daily Ex. Sunday	896 Local Freight Daily Ex. Sunday	
					STATIONS							
				368.29	HOT SPRINGS JCT.....				2 16PM			
				368.73	LS. BENTON..... WY§				s 2 15 8 35PM 7 25AM 12 45PM			
				377.95	P..... SLOCOMB.....				1 59 8 14 7 02 f 12 15			
				382.66	P..... LONSDALE.....				f 1 52 f 8 06 6 50 f 12 02PM ²¹⁹			
				388.60	P..... HIGH POINT.....				1 43 7 57 6 34 f 11 30AM			
				391.78	P..... GULPHA.....				1 37 7 51 6 26 f 11 22			
				398.02	P..... EAST WYE.....				1 28 7 42 6 09 11 05			
				399.19	LS..... HOT SPRINGS... YW§				1 25PM 7 40PM 6 05AM 11 00AM			
Daily Ex. Sunday					30.90				Daily Ex. Sunday			

DONIPHAN SUBDIV.—BETWEEN NEELYVILLE AND DONIPHAN

TRAINS SOUTHWARD				Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
853 Mixed Daily Ex. Sunday								852 Mixed Daily Ex. Sunday				
					STATIONS							
				180.48	LS..... NEELYVILLE..... Y				X 180 11 30AM			
				186.27	..... NAYLOR.....				XE 6 7 s 10 30			
				186.40	..... ST. L.-S. F. CROSSING.....							
				191.27	..... OXLY..... W				XE 11 9 s 10 10			
				200.37	LS..... DONIPHAN..... YC				XE 20 Yd. 9 40AM			
Daily Ex. Sunday					19.89				Daily Ex. Sunday			

NASHVILLE SUBDIV.—BETWEEN HOPE AND NASHVILLE

TRAINS SOUTHWARD				Miles from St. Louis	TIME-TABLE No. 95 FEBRUARY 2, 1941	Station Numbers	Sliding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS								SECOND CLASS				
851 Mixed Daily Ex. Sunday								850 Mixed Daily Ex. Sunday				
					STATIONS							
				483.17	..... G. N. & A. CROSSING.....							
				483.15	LS..... NASHVILLE..... CWY				XJ 26 Yd. 12 15AM			
				472.54	..... OZAN.....				XJ 15 14 f 11 40PM			
				467.05	..... WASHINGTON.....				XJ 9 30 f 11 25			
				457.79	CS..... HOPE..... YW§				X 458 Yd. 11 00PM			
Daily Ex. Sunday					25.36				Daily Ex. Sunday			

1. All Northward Trains are superior to trains of the same class in the opposite direction, except:

- Hot Springs Subdiv.:** No. 219 is superior to No. 220.
- Hot Springs Subdiv.:** No. 893 is superior to No. 894.
- Hot Springs Subdiv.:** No. 895 is superior to No. 896.
- Benton Subdiv.:** No. 855 is superior to No. 854.

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Hoxie Subdiv.:		
Between Poplar Bluff and Bald Knob.....	70	50
Between Bald Knob and North Little Rock.....	75	50
Doniphan Subdiv.....	25	25
Little Rock Subdiv.:		
Between North Little Rock and Clear Lake Jct.....	70	50
Between Clear Lake Jct. and Texarkana.....	60	45
Hot Springs Subdiv.....	45	25
Between Hot Springs and Mountain Pine.....	15	
Norman Subdiv.....	20	20
Delight Subdiv.....	20	20
Nashville Subdiv.....	35	25
Orchard extension track.....	10	
Benton Subdiv.....	35	25
Gurdon Subdiv.....	45	30

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)
All trains approach C. R. I. & P. Crossing Newport at restricted speed:

Neelyville:	Train 7 to unload mail.....	45	..
Hoxie:	Train 2 to unload mail.....	20	..
Newport:	City limits.....	40	40
White River:	Drawbridge, Mile Post 264.19.....	30	30
North Little Rock:	Central Division Crossing.....	30	30
	Between Central Division Crossing North Little Rock and Arkansas River Draw Bridge.....	45	30
Arkansas River:	Drawbridge, Mile Post 345.37.....	30	30
Little Rock:	Between Arkansas River Drawbridge, Mile Post 345.37 and HH Tower:		
	Via Freight Main Lines.....	30	30
	Via Passenger Yard.....	10	..
	Between North Little Rock and Rock St. Jct., East Little Rock via Junction Bridge.....	10	10
	Little Rock Jct. Bridge.....	5	5
	(Three minutes)		
East Little Rock:	Over East Sixth St. Viaduct, Mile Post 347, Pole 16, and over C. R. I. & P. Crossing.....	25	25
Benton:	Train 7 to unload mail.....	30	..
Malvern:	Trains 21 and 7 to unload mail.....	30	..
Arkadelphia:	Train 7 to unload mail.....	30	..
Gurdon:	Southward main track, Mile Post 426, Pole 7 to Mile Post 426, Pole 8.....	20	20
Gurdon:	City Limits.....	40	40
Prescott:	Trains 21 and 7 to unload mail.....	30	..
Fulton:	Bridge 780.....	30	30
Delight Subdiv.:	Trains handled by one class engines.....	10	10
Norman Subdiv.:	Gurdon to PK Jct.: Trains handled by one class engines.....	15	15

All trains entering Union Station tracks Texarkana will proceed at restricted speed, expecting to find them occupied. Union Station property and tracks begin at Signal No. 4902.

Miles Per Hour
Passenger Trains Freight Trains

SPEED RESTRICTIONS: (Continued)
Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:		
1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	63	63
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80
 Diesel Engines:		
800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

G. C. L. and I. G. N. Engines:		
301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80

Engines 5301-5316 inclusive, 6600 class engines with 15,000 gallon tanks over Saline River Bridge Hot Springs Subdiv. 25 25

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Motor Cars:		
(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars with mechanical drive.....	45	..

Trains handling:		
Motor Cars, dead in tow.....	50	50
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Wrecking Derricks (Self-propelling).....	..	25
Scale Test Cars (handle next to Caboose).....		Maximum Frt. Train Speed.

Bridge Derrick Cars (non-revolving) boom connected... .. 30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS: (Continued)

	Miles Per Hour
	Passenger Freight Trains Trains
	Maximum Frt. Train Speed.
Bridge Derrick Cars (non-revolving), boom disconnected.	
Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.	
Bridge Derrick-Pile Driver (combination machine).....	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.	
American Ditchers, self-propelling.....	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.	
Locomotive Cranes or Clam Shells.....	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.	
American Ditchers, loaded on flat cars.....	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	20
Jordan Spreaders and Spreader-Ditchers.....	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Rail Unloaders.....	Maximum Frt. Train Speed.
Rail unloaders must have boom disconnected and stored on car.	
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling Wrecking Derricks, Pile Drivers, and Jordan Ditchers or Spreader-Ditchers must be restricted to 5 miles per hour less than such maximum speed.	
Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.	
Dead engines with side rods in position, main rods disconnected, 25 miles per hour.	
Dead engines moving backward or with part or all side rods down, 15 miles per hour.	
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.	
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.	

SPEED RESTRICTIONS: (Continued)

Engines running backward with or without cars must not exceed a speed of 25 miles per hour, except:

Subdiv.	Miles per hour
Nashville	15
Doniphan	10
Norman	10
Delight	10
Hot Springs	15
Gurdon	15
Benton	10

Engines not equipped with engine trucks, either dead in tow or under steam in road movement must be moved tender forward.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency; when necessary to block front drivers, speed will be restricted to 20 miles per hour; no restrictions when necessary to block other drivers.

Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.

PERMANENT SPEED RESTRICTIONS: LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

SOUTHWARD					NORTHWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Hoxie Subdiv.:									
60	192	39	193	9	60	193	9	192	39
40	225	30	226	30	40	226	30	225	30
65	266	19	266	30	65	266	30	266	19
40	288	05	288	25	40	288	25	288	05
60	292	27	293	3	60	293	3	292	27
60	341	26	342	0	60	342	0	341	26
Little Rock Subdiv.:									
35	346	2	347	11	35	347	11	346	2
65	347	40	348	16	65	348	16	347	40
65	357	11	357	24	65	357	24	357	11
65	361	24	364	15	65	364	15	361	24
55	385	23	385	37	55	385	37	385	23
50	441	30	442	30	50	442	30	441	30
30	457	15	458	10	30	458	10	457	15
Hot Springs Subdiv.:									
35	371	17	372	7	35	372	7	371	17
35	373	17	374	3	35	374	3	373	17
35	375	14	376	22	35	376	22	375	14
35	379	1	379	10	35	379	10	379	1
40	380	7	380	20	40	380	20	380	7
40	381	24	382	3	40	382	3	381	24
35	386	8	392	25	35	392	25	386	8
35	395	26	397	22	35	397	22	395	26
10	397	29	398	1	10	398	1	397	29
10	398	10	398	13	10	398	13	398	10
Norman Subdiv.:									
15	469	7	469	11	15	469	11	469	7
Gurdon Subdiv.:									
35	456	27	456	13	35	456	13	456	27
20	460	24	458	26	20	458	26	460	24
25	492	25	491	27	25	491	27	492	25

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION, RESIDENT, SHOP AND LOCAL SURGEONS

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	/Grand 0500. (Main 1000.		
★ Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw	/Grand 0500. (Main 1000	34 Broadview Drive	Parkview 0674.
EMERGENCY STATION	Poplar Bluff, Mo.	Lucy Lee Hospital	690.		
★ Dr. J. W. McPheeters, Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	690	622 North Main	614.
★ ★ Dr. H. M. Henriksen, Div. Surgeon	Poplar Bluff, Mo.	{ Poplar Bluff Hospital, 378 Oak	378.	Oak	668.
Dr. A. F. Brookreese, Asst. Surgeon	Poplar Bluff, Mo.	{ Poplar Bluff Hospital, 378 Oak	377-378.	1117 Fairmount	320.
★ ★ Dr. C. F. Goforth, Local and Dispensary Surgeon	Doniphan, Mo.	City Hall Building	6.	Doniphan	23.
★ ★ Dr. N. J. Latimer	Corning, Ark.	612 West 2nd	56-F2.	620 West Second	56-F3.
★ ★ Dr. I. H. Cuning	Knobel, Ark.	Main & Cherry		Knobel (Cor. Vine and West Front	46.
★ ★ Dr. J. C. Land, Local and Dispensary Surgeon	Walnut Ridge, Ark.	Cooper Building, Suite 6	48.	714 South Broad	350.
★ Dr. J. L. Merrell, Resident Surgeon	Hoxie, Ark.	714 South Broad	340.	300 Elm	201.
★ Dr. E. L. Watson, Resident Surgeon	Newport, Ark.	424 East First	192.	303 Ash	77.
Dr. H. O. Walker, Local Surgeon	Newport, Ark.	312½ Front	33.	Highway and Main	4.
★ ★ Dr. A. G. Emerson	Bald Knob, Ark.	Highway and Elm	4.	Judsonia	83-F3.
★ ★ Dr. W. H. L. Woodyard	Judsonia, Ark.	Judsonia	83-F2	Kensett	70.
★ ★ Dr. J. H. Nixon, Local & Disp. Surgeon	Kensett, Ark.	Kensett	34.	North Front	32.
★ ★ Dr. W. H. Abington	Beebe, Ark.	Beebe Drug Co.	23.	Corner Front and Ringold	99.
★ ★ Dr. F. E. Utley, Local & Disp. Surgeon	Cabot, Ark.	Corner Front and Ringold	116.	Cabot	109.
★ ★ Dr. P. R. Sheaffer, Local & Disp. Surgeon	Cabot, Ark.	Cabot	109.		
HOSPITAL	Little Rock, Ark.	1310 Lincoln	4-5651 and 6221.		
★ Dr. G. V. Lewis, District Surgeon	Little Rock, Ark.	Donaghey Building	2-1618.	1801 North Tyler	3-2483.
Dr. T. Freedman, Visiting Surgeon	Little Rock, Ark.	1310 Lincoln	4-5651 and 6221.	2201 Battery	2-4570.
Dr. C. A. Rosenbaum, Asst. to Dist. Surgeon	Little Rock, Ark.	Donaghey Building	2-1618.	4723 Crestwood	3-2442.
★ ★ Dr. D. Gann, Local & Disp. Surgeon	Benton, Ark.	Market	2.	Market	2.
★ ★ Dr. W. G. Hodges	Malvern, Ark.	204 Main	111.	701 Main	110.
★ ★ Dr. S. N. Doane	Arkadelphia, Ark.	205 Clinton	271.	1022 Pine	252.
EMERGENCY STATION	Gurdon, Ark.	Gurdon	26.		
★ Dr. J. T. McLain, Res. Surgeon	Gurdon, Ark.	East Front	120.	Lloyd King	28.
★ Dr. C. J. Steed, Asst. Res. Surgeon	Gurdon, Ark.	Gurdon		Gurdon	
Dr. S. J. Hesterly, Local and Disp. Surgeon	Prescott, Ark.	West Front	73.	East Fifth and Elm	24.
Dr. J. B. Hesterly, Local and Disp. Surgeon	Prescott, Ark.	Prescott	73.	Prescott	272.
★ ★ Dr. A. S. Buchanan	Prescott, Ark.	Prescott	1.	Prescott	2.
★ ★ Dr. P. B. Carrigan, Resident Surgeon	Hope, Ark.	First Natl. Bank Building	4.	308 North Elm	3.
★ ★ Dr. G. E. Cannon	Hope, Ark.	314 South Main	254.	310 South Main	66.
EMERGENCY STATION	Texarkana, Ark.	Michael Mesgher Memorial Hospital.			
★ Dr. L. J. Kosminsky, Res. Surgeon	Texarkana, Ark.	Clinic Bldg., 323 State Lane		220 West Fifth	711.
Dr. W. D. Smith Asst. Surgeon	Texarkana, Ark.	Sixth and Walnut	412.	2300 Laurel	3751.
EMERGENCY STATION	Hot Springs, Ark.	St. Joseph Hospital, 1 Cedar	118.		
★ Dr. A. H. Tribble, Resident Surgeon	Hot Springs, Ark.	Medical Arts Building	538.	1616 Central	293.
Dr. L. R. Ellis, Assistant Surgeon	Hot Springs, Ark.	Medical Arts Building	738.	119 Hawthorne	1749.
Dr. L. G. Martin, Assistant Surgeon	Hot Springs, Ark.	Medical Arts Building	738.	19 Conway	2768.
★ ★ Dr. W. B. Gould	Glenwood, Ark.	Glenwood	6.	Glenwood	40.
★ ★ Dr. J. H. McLean	Caddo Gap, Ark.	Caddo Gap	32.	Caddo Gap	12.
★ ★ Dr. J. B. Stuart	Norman, Ark.	Norman	34.	Norman	
★ ★ Dr. W. H. Toland	Nashville, Ark.	115 South Main	185.	204 South Fourth	285.
Dr. W. Gibson	Nashville, Ark.	115 South Main	208.	Nashville	
Dr. C. S. Early, Local and Disp. Surgeon	Camden, Ark.	Rialto Bldg.	53.	Camden	70.
★ Dr. B. V. Powell, Local and Disp. Surgeon	Camden, Ark.	Wright Bldg.	803.	418 West Washington	50.
★ ★ Dr. W. L. Newton	Smackover, Ark.	Smackover	7.	Smackover	6.
★ Dr. J. B. Wharton	El Dorado, Ark.	218 Exchange Bldg.	230.	484 North Washington	40.
★ Dr. J. B. Wharton, Jr., Resident Surgeon	El Dorado, Ark.	218 Exchange Bldg.	230.	484 North Washington	40.
★ Dr. F. O. Mahony	El Dorado, Ark.	Hilton Bldg.	62.	532 Champagnolle	431.
★ ★ Dr. O. R. Kelly	Sheridan, Ark.	Sheridan	4.	Sheridan	16.
EMERGENCY STATION	Pine Bluff, Ark.	Suite 214 National Bldg.	268.		
★ Drs. Luck & Luck, Resident Surgeons	Pine Bluff, Ark.	Suite 214 National Bldg.	268.	310 Harding	167.

★ Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.

★ ★ Medical Examiners for Examination only of Maintenance of Way Laborers (Form 339-B, 339-D), and other Applicants not required to take color perception test.

DR. O. B. ZEINERT, Chief Surgeon.