

## DIVISION OFFICERS

J. W. TREADWELL.....Superintendent.....Little Rock, Ark.  
R. HICKMAN.....Assistant Superintendent,  
Little Rock Terminals  
.....North Little Rock, Ark.  
G. H. NEEDHAM.....Trainmaster,  
Little Rock Terminals  
.....North Little Rock, Ark.  
G. A. ALFORD.....Trainmaster,  
Texarkana Terminals...Texarkana, Ark.  
E. W. STANLEY ..... Trainmaster, Hoxie and  
Doniphan Subdivs....Little Rock, Ark.  
H. E. HUSSEY.....Assistant Trainmaster,  
Hoxie and Doniphan  
Subdivs. .... Newport, Ark.  
J. M. TOLER.....Trainmaster,  
Little Rock, Gurdon,  
Hot Springs, Benton,  
Norman, Delight and  
Nashville Subdivs....Little Rock, Ark.  
D. H. MARTIN.....Assistant Trainmaster,  
Little Rock, Gurdon,  
Hot Springs, Benton,  
Norman, Delight and  
Nashville Subdivs.....Gurdon, Ark.  
C. W. BROWN.....Assistant Trainmaster,  
Gurdon Subdiv.....El Dorado, Ark.  
J. J. FREIBOLT.....Road Foreman of Engines  
.....Little Rock, Ark.  
C. H. SHERIDAN.....Road Foreman of Engines  
.....Little Rock, Ark.  
J. F. SERRETT.....Division Trainmaster..Little Rock, Ark.

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

## ARKANSAS DIVISION

# TIMETABLE No. 28

Effective 12:01 a. m. Tuesday, October 5, 1954

CENTRAL STANDARD TIME

Superseding Timetable No. 27, effective August 15, 1954,  
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 10, THIS  
DIVISION, EFFECTIVE AUGUST 15, 1952.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer and  
General Superintendent Transportation.

W. H. BAILEY, Asst. General Superintendent Transportation.

R. JOHNSON, General Manager.

M. L. SMITH, Assistant General Manager.

## SPECIAL INSTRUCTIONS

### The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

**GENERAL NOTICE** (in part): SAFETY is of the FIRST importance in the discharge of duty.

**RULE B:** Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

**RULE 108:** In case of doubt or uncertainty, the SAFE course MUST be taken.

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

### NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

## 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.

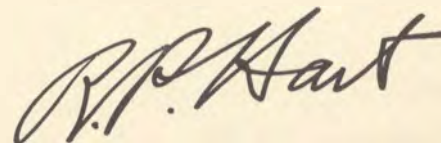
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.



**EXPLANATION OF STOPS:**

- s*—Regular stop.
- f*—Stop on signal for passengers, mail, baggage and express.
- a*—Stop on signal to receive or discharge revenue passengers.

**EXPLANATION OF CHARACTERS:**

- Ⓜ—Radio Base Station.
  - C—Coal.
  - D—Diesel Fuel Oil.
  - e*—East.
  - O—Fuel Oil.
  - T—Turntable.
  - w*—West.
  - W—Water.
  - Y—Wye Track.
  - §—Track Scales.
  - \*—Mail Crane.
  - CS—Continuous Train Order Office.
  - LS—Limited Train Order Office (Hours of Service specified by General 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
49.....	1	14
50.....	1	12
55.....	1	5
59.....	1	2
60.....	1	0
65.....	0	55
70.....	0	51
75.....	0	48
79.....	0	46

**STATIONS NOT SHOWN IN TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:**

Stations	Miles from St. Louis	Train Numbers					
<b>Hoxie Subdiv.:</b>							
Grand Glaise.....	273.63	....	<i>f</i>	94	....	....	....
Garner.....	305.48	....	<i>f</i>	94	....	....	....
Ward.....	317.60	....	<i>f</i>	94	....	....	....
<b>Doniphan Subdiv.:</b>							
Sheehan.....	189.63	....	<i>f</i>	894	<i>f</i>	897	....
Pulaski.....	195.58	....	<i>f</i>	894	<i>f</i>	897	....
Owenmont.....	197.64	....	<i>f</i>	894	<i>f</i>	897	....
<b>Little Rock Subdiv.:</b>							
Perla.....	386.73	....	<i>s</i>	31	....	....	....
Smithton.....	424.32	....	<i>s</i>	31	....	....	....
<b>Norman Subdiv.:</b>							
Summit.....	433.14	....	<i>f</i>	880	<i>f</i>	881	....
Nutts.....	460.02	....	<i>f</i>	880	<i>f</i>	881	....
<b>Nashville Subdiv.:</b>							
Conway's Crossing.....	468.95	....	<i>f</i>	884	<i>f</i>	885	....
Clow.....	477.00	....	<i>f</i>	884	<i>f</i>	885	....
Compton.....	480.10	....	<i>f</i>	884	<i>f</i>	885	....
<b>Benton Subdiv.:</b>							
Koons.....	394.97	....	<i>f</i>	886	<i>f</i>	887	....
Vicks.....	398.69	....	<i>f</i>	886	<i>f</i>	887	....
<b>Gurdon Subdiv.:</b>							
Sayre.....	438.74	....	<i>f</i>	821	<i>f</i>	822	....
Elliott.....	469.09	....	<i>f</i>	821	<i>f</i>	822	....
<b>Hot Springs Subdiv.:</b>							
Martin Spur.....	392.92	....	<i>f</i>	893	<i>f</i>	892	....

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

**TIMETABLE**  
**No. 28**

OCTOBER 5, 1954

**TRAINS SOUTHWARD**

**FIRST CLASS**

Station Numbers	Miles from St. Louis	STATIONS	37		7		219		221		25		31		21	
			Mail-Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
0		ST. LOUIS	10 20PM	12 45AM							2 00PM	5 15PM	5 32PM			
X166	165.53	CS. POPLAR BLUFF DTWY\$	2 40AM	6 05AM							6 05PM	9 10PM	9 20PM			
		7.60 PHD JCT. ....														
X173	173.13	0.01 HARVIELL. .... *														
X180	180.48	7.34 TP. NEELYVILLE, MO... Y*		a 6 22												
X186	186.24	5.76 P. MOARK, ARK. .... *														
X192	192.25	6.01 TP. CORNING. .... *		s 6 34						s 6 30						
X199	198.55	6.30 CS. KNOBEL. .... Y*		s 6 42						s 6 40						
		4.35														
X203	202.90	4.79 P. PEACH ORCHARD. .... *		a 6 47												
X208	207.69	6.74 P. DELAPLAINE. .... *														
X214	214.43	5.88 P. O'KEAN. .... *		a 6 59												
X220	220.31	3.32 P. MURTA. .... *														
	223.63	1.27 P. AA JCT. .... *														
X225	224.90	1.44 TP. WALNUT RIDGE * ..														
X226	226.34	2.24 CS. HOXIE S.L.-S.F.Crg. ....	s 3 50	s 7 30						s 7 10						
	228.58	3.86 P. BXB JCT. .... *														
X232	232.44	6.50 P. MINTURN. .... *														
X239	238.94	5.37 TP. ALICIA. .... *														
X244	244.31	7.57 TP. SWIFTON. .... *														
X252	251.88	6.23 TP. TUCKERMAN. .... *		a 7 59												
	258.11	1.30 P. DOD JCT. .... *														
X259	259.41	2.92 P. DIAZ. .... Y*							1 20PM							
X262	261.73	2.21 CS. NEWPORT. DTWY\$ ..	s 4 45	s 8 30					s 1 25PM	s 7 45	s 10 45					
	263.94	0.25 P. CC JCT. .... *														
	264.19	2.59 . DRAW BRIDGE. { White River														
	266.78	3.04 P. DD JCT. .... *														
X270	269.82	4.40 P. OLYPHANT. .... *														
	274.22	3.91 P. FF JCT. .... *														
X278	278.13	5.22 TP. BRADFORD. .... *														
X283	283.35	3.35 P. RUSSELL. .... *														
	286.70	1.71 P. GG JCT. .... *														
X288	288.41	4.20 CS. BALD KNOB. .... Y*	s 5 25	s 9 05		10 00AM				s 8 12	11 20	11 05				
X293	292.61	3.84 TP. JUDSONIA. .... *														
X296	296.45	3.29 P. KENSETT. .... *	s 5 40	s 9 20		f 10 10				s 8 22						
	299.74	0.03 . C.R.I.&P. CROSSING. ....														
X300	299.77	8.48 P. HIGGINSON. .... *	5 45	9 25		10 14				8 27	11 31	11 16				
X308	308.25	4.48 P. McRAE. .... *														
X313	312.73	7.74 LS. BEEBE. .... *	s 6 05	s 9 40		10 28				8 39	11 43PM	11 28				
X320	320.47	2.59 P. AUSTIN. .... *														
X323	323.06	3.65 LS. CABOT. .... *		a 9 55												
	326.71	4.03 P. HOLLAND. .... *														
	330.74	1.40 P. JX CROSSOVER. ....														
X332	332.14	4.23 TP. JACKSONVILLE. .... *	f 6 30													
X336	336.37	6.78 P. VALENTINE. .... *														
	343.15	0.52 P.St.L.S.W. Connection. ....														
X344	343.67	178.14 CS. No. Little Rock. @CDOTWY\$	6 45AM	10 20AM		10 58AM				9 08PM	12 14AM	11 59PM				
			Daily	Daily		Daily			Daily	Daily	Daily	Daily				

Note 1.—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.  
Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.  
Note 2.—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic.

# HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

Siding Capacity in Cars		Miles from St. Louis		TIMETABLE No. 28 OCTOBER 5, 1954		TRAINS SOUTHWARD								
						FIRST CLASS				SECOND CLASS				
						1 Passenger	201 Passenger	91 Local Freight	93 Local Freight					
STATIONS						Daily	Daily	Tues. Thurs. Sat.	Daily Ex. Sunday					
<b>ST. LOUIS</b>						5 34PM								
Yd.	165.53	CSPOPLARBLUFFDOTWY\$				9 30PM					7 20AM			
	173.13	P.....PHD JCT.....												
87	173.14	P.....HARVIELL.....*									f 7 35			
125	180.48	TP...NEELYVILLE, MO...Y*									s 7 50			
125	186.24	P.....MOARK, ARK.....*									f 8 05			
145	192.25	TP....CORNING.....*									s 8 30			
131	198.55	CS.....KNOBEL.....Y*									s 9 00			
125	202.00	P...PEACH ORCHARD...*									f 9 15			
e 125 w 125	207.69	P.....DELAPLAINE.....*									f 9 30			
125	214.43	P.....O'KEAN.....*									f 9 45			
125	220.31	P.....MURTA.....*									f 9 55			
	223.63	P.....AA JCT.....												
	224.90	TP..WALNUT RIDGE*									s 10 30			
187	226.34	CS..HOXIE S.L.S.F.Crsg.....									s 11 30			
	228.58	P.....BXB JCT.....												
125	232.44	P.....MINTURN.....*									f 11 59AM			
125	238.94	TP.....ALICIA.....*									s 12 25PM			
e 125 w 120	244.31	TP.....SWIFTON.....*									s 12 45			
125	251.88	TP...TUCKERMAN.....*									s 1 10			
	258.11	P.....DOD JCT.....									1 25			
	259.41	P.....DIAZ.....Y*									f 1 30			
Yd.	261.73	CS.NEWPORT...DTW\$*									2 00PM	6 00PM		
	263.94	P.....CC JCT.....												
	264.19	..DRAW BRIDGE.. { White River												
	266.78	P.....DD JCT.....												
	269.82	P.....OLYPHANT...*												
	274.22	P.....FF JCT.....												
222	278.13	TP....BRADFORD.....*												
125	283.35	P.....RUSSELL.....*												
	286.70	P.....GG JCT.....												
e 118 w 91	288.41	CS.BALD KNOB...Y*				11 15	10 35PM						7 00	
	292.61	TP.....JUDSONIA...*												
	296.45	P.....KENSETT...*												
	299.74	.C.R.I.&P.CROSSING.												
125	299.77	P.....HIGGINSON...*				11 26	10 48							
	308.25	P.....McRAE...*												
91	312.73	LS.....BEEBE...*				11 38	11 01							
	320.47	P.....AUSTIN...*												
	323.06	LS.....CABOT...*												
82	326.71	P.....HOLLAND.....				11 50PM	11 14							
	330.74	P...JX CROSSOVER..												
	332.14	TP..JACKSONVILLE.*												
	336.37	P.....VALENTINE...*												
	343.15	P.St.L.S.W. Connection.												
Yd.	343.67	(CS.No. Little Rock..@CDOTWY\$)				12 09AM	11 32PM						10 00PM	
178.14						Daily	Daily				Tues. Thurs. Sat.	Daily Ex. Sunday		

**Note 1.**—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.  
 Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.  
**Note 2.**—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic.

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

**TIMETABLE**  
**No. 28**  
**OCTOBER 5, 1954**

**TRAINS NORTHWARD**

**FIRST CLASS**

Station Numbers	Miles from Tarkana	STATIONS	2		22		202		26		232		4		8		220	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
0490.27		ST. LOUIS	8 12AM	8 20AM					11 30AM				5 50PM		11 00PM			
X166324.74		CS POPLAR BLUFF DDTWY \$	s 4 10AM	s 4 30AM					s 7 15AM				s 12 40PM		s 6 35PM			
.....	317.14	P. PHD JCT																
X173317.13		P. HARVIELL																
X180309.79		TP. NEELYVILLE, MO. Y*											s 12 15PM					
X186304.03		P. MOARK, ARK.																
X192298.02		TP. CORNING						a 6 34					s 11 55AM		a 6 08			
X199291.72		CS. KNOBEL Y*											s 11 45					
X203287.37		P. PEACH ORCHARD											f 11 35					
X208282.58		P. DELAPLAINE											f 11 28					
X214275.84		P. O'KEAN											f 11 20					
X220269.96		P. MURTA																
.....	266.64	P. AA JCT																
X225265.37		TP. WALNUT RIDGE *																
X226263.93		CS. HOXIE S.L.S.F.Crsg.							s 6 00				s 11 05		a 5 35			
.....	261.69	P. BXB JCT																
X232257.83		P. MINTURN																
X239251.33		TP. ALICIA											f 10 47					
X244245.96		TP. SWIFTON											f 10 40					
X252238.39		TP. TUCKERMAN											s 10 30					
.....	232.16	P. DOD JCT																
X259230.86		P. DIAZ Y*											5 33AM					
X262228.54		CS. NEWPORT. DTWY \$							s 5 25				5 30AM	s 10 15	s 5 00			
.....	226.33	P. CC JCT																
.....	226.08	. DRAW BRIDGE { White River																
.....	223.49	P. DD JCT																
X270220.45		P. OLYPHANT *																
.....	216.05	P. FF JCT																
X278212.14		TP. BRADFORD *											f 9 46					
X283206.92		P. RUSSELL																
.....	203.57	P. GG JCT																
X288201.86		CS. BALD KNOB. Y *	2 22	2 42				s 3 40AM	s 4 54				s 9 35	4 30	s 4 50PM			
X293197.66		TP. JUDSONIA *											s 9 25					
X296193.82		P. KENSETT *						s 3 28	s 4 44				s 9 18				f 4 35	
.....	190.53	. C.R.I. & P. CROSSING.																
X300190.50		P. HIGGINSON *	2 12	2 32			3 20	4 39					f 9 13	4 20	4 30			
X308182.02		P. MCRAE *																
X313177.54		LS. BEEBE *	2 01	2 21			3 07	4 28					s 8 59	4 09	4 19			
X320169.80		P. AUSTIN *																
X323167.21		LS. CABOT *											f 8 46					
.....	163.56	P. HOLLAND	1 50	2 10			2 52	4 16					8 42	3 57	4 06			
.....	159.53	P. JX CROSSOVER																
X332158.13		TP. JACKSONVILLE *																
X336153.90		P. VALENTINE *																
.....	147.12	P. St.L.S.W. Connection.																
X344146.60		CS. No. Little Rock. @CDOTWY \$	1 34AM	1 54AM			2 34AM	3 59AM					8 24AM	3 39PM	3 49PM			
178.14			Daily	Daily			Daily	Daily				Daily	Daily	Daily	Daily			

Note 1.—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.  
Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.  
Note 2.—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic.



# HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

Siding Capacity in Cars		Miles from Texarkana		TIMETABLE		TRAINS NORTHWARD									
				No. 28		FIRST CLASS				SECOND CLASS					
				OCTOBER 5, 1954		32 Passenger						94 Local Freight		92 Local Freight	
STATIONS				Daily						Daily Ex. Sunday		Mon. Wed. Fri.			
		490.27		ST. LOUIS		7 53AM									
Yd.	324.74			(CS POPLARBLUFFDOTWY\$)		s 3 25AM								2 45PM	
	317.14			P.....PHD JCT.....*											
87	317.13			P.....HARVIELL.....*								f 1 50			
125	309.79			TP..NEELYVILLE, MO...Y*								s 1 30			
125	304.03			P.....MOARK, ARK.....*								f 12 55			
145	298.02			TP.....CORNING.....*								s 12 45			
131	291.72			CS.....KNOBEL.....Y*								s 12 15PM			
125	287.37			P..PEACH ORCHARD.....*								f 11 45AM			
125	282.58			P.....DELAPLAINE.....*								s 11 15			
125	275.84			P.....O'KEAN.....*								s 10 55			
125	269.96			P.....MURTA.....*								f 10 40			
	266.64			P.....AA JCT.....*											
	265.37			TP..WALNUT RIDGE.....*								s 10 30			
187	263.93			CS..HOXIE S.L.S.F.Crs. ....		s 2 05						s 9 40			
	261.69			P.....BXB JCT.....*											
125	257.83			P.....MINTURN.....*								f 8 40			
125	251.33			TP.....ALICIA.....*								s 8 25			
125	245.96			TP.....SWIFTON.....*								s 8 10			
125	238.39			TP...TUCKERMAN.....*								s 7 32			
	232.16			P.....DOD JCT.....*											
	230.86			P.....DIAZ.....Y*								f 7 05			
Yd.	228.54			CS..NEWPORT.DTW\$*		s 1 30						2 00PM		7 00AM	
	226.33			P.....CC JCT.....*											
	226.08			P.....DRAW BRIDGE.....*											
	223.49			P.....DD JCT.....*											
	220.45			P.....OLYPHANT.....*											
	216.05			P.....FF JCT.....*											
222	212.14			TP...BRADFORD.....*								f 12 25			
125	206.92			P.....RUSSELL.....*								f 12 10			
	203.57			P.....GG JCT.....*											
118	201.86			CS..BALD KNOB...Y*		s 12 54						s 12 01PM			
	197.66			TP.....JUDSONIA.....*								s 9 30AM			
	193.82			P.....KENSETT.....*								s 9 15			
	190.53			P.....C.R.I.&P. CROSSING.....*											
125	190.50			P.....HIGGINSON.....*		12 35						f 8 55			
	182.02			P.....McRAE.....*								f 8 45			
91	177.54			LS.....BEEBE.....*		12 24						s 8 30			
	169.80			P.....AUSTIN.....*											
	167.21			LS.....CABOT.....*								s 7 30			
82	163.56			P.....HOLLAND.....*		12 12AM									
	159.53			P...JX CROSSOVER.....*											
	158.13			TP..JACKSONVILLE.....*								f 7 15			
	153.90			P.....VALENTINE.....*											
	147.12			P.St.L.S.W. Connection.....*											
Yd.	146.80			CS.No. Little Rock..@CDOTWY\$		11 54PM						6 30AM			
				178.14		Daily						Daily Ex. Sunday		Mon. Wed. Fri.	

**Note 1.**—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.  
 Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.  
**Note 2.**—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic. Arkansas Division (28)

## HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

Station Numbers	Miles from St. Louis	TIMETABLE No. 28 OCTOBER 5, 1954	TRAINS SOUTHWARD SECOND CLASS							
			69 Red Ball Freight	267 Red Ball Freight	67 Red Ball Freight	265 Red Ball Freight	65 Red Ball Freight	269 Red Ball Freight	363 Red Ball Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
0		ST. LOUIS							6 20PM	
X166	165.53	(CS. POPLAR BLUFF DOTWYS) 7.60	12 01AM		2 20AM		8 10AM		11 50PM	
	173.13	P. PHD JCT. 0.01								
X173	173.14	P. HARVIELL 7.34								
X180	180.48	TP. NEELYVILLE, MO. 5.76								
X186	186.24	P. MOARK, ARK. 6.01								
X192	192.25	TP. CORNING 6.30								
X199	198.55	CS. KNOBEL 4.35							12 55AM	
X203	202.90	P. PEACH ORCHARD 4.79								
X208	207.69	P. DELAPLAINE 6.74								
X214	214.43	P. O'KEAN 5.88								
X220	220.31	P. MURTA 3.32								
	223.63	P. AA JCT. 1.27								
X225	224.90	TP. WALNUT RIDGE 1.44								
X226	226.34	CS. HOXIE S.L. -S.F. Crag. 2.24								
	228.58	P. BXB JCT. 3.86								
X232	232.44	P. MINTURN 6.50								
X239	238.94	TP. ALICIA 5.37								
X244	244.31	TP. SWIFTON 7.57								
X252	251.88	TP. TUCKERMAN 6.23								
	258.11	P. DOD JCT. 1.30								
X259	259.41	P. DIAZ 2.32						10 28PM		
X262	261.73	CS. NEWPORT, DTWS 2.21	3 30					11 30PM 12 30AM		
	263.94	P. CC JCT. 0.25								
	264.19	... DRAW BRIDGE 2.59								
	266.78	P. DD JCT. 3.04								
X270	269.82	P. OLYPHANT 4.40								
	274.22	P. FF JCT. 3.91								
X278	278.13	TP. BRADFORD 5.22								
X283	283.35	P. RUSSELL 3.35								
	286.70	P. GG JCT. 1.71								
X288	288.41	CS. BALD KNOB 4.20		2 00AM		7 15AM		1 30AM		
X293	292.61	TP. JUDSONIA 3.84								
X296	296.45	P. KENSETT 3.29								
	299.74	.C. R. I. & P. CROSSING. 0.03								
X300	299.77	P. HIGGINSON 8.48								
X308	308.25	P. McRAE 4.48								
X313	312.73	LS. BEEBE 7.74								
X320	320.47	P. AUSTIN 2.59								
X323	323.06	LS. CABOT 3.65								
X327	326.71	P. HOLLAND 4.03								
	330.74	P. JX CROSSOVER 1.40								
X332	332.14	TP. JACKSONVILLE 4.23								
X336	336.37	P. VALENTINE 6.78								
	343.15	P. St. L. S. W. Connection. 0.52								
X344	343.67	CS. No. Little Rock. @CDOTWYS	6 00AM	4 30AM	7 00AM	10 00AM	1 00PM			
		178.14	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Note 1.—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.

Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.

Note 2.—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic.

# HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

Siding Capacity in Cars	Miles from Texarkana	<b>TIMETABLE</b>		<b>TRAINS NORTHWARD</b>								
		<b>No. 28</b>		<b>SECOND CLASS</b>								
		<b>OCTOBER 5, 1954</b>		<b>266</b>	<b>60</b>	<b>260</b>	<b>368</b>	<b>76</b>	<b>72</b>	<b>272</b>		
		<b>STATIONS</b>		<b>Red Ball Freight</b>	<b>Red Ball Freight</b>	<b>Red Ball Freight</b>	<b>Red Ball Freight</b>	<b>Red Ball Freight</b>	<b>Red Ball Freight</b>	<b>Red Ball Freight</b>		
				<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>	<b>Daily</b>		
	490.27	ST. LOUIS					6 30PM					
Yd.	324.74	(CS. POPLAR BLUFF DOTWYS) 7.60			5 00AM		5 45AM	1 00PM	5 50PM			
	317.14			P..... PHD JCT. .... * 0.01								
87	317.13	P..... HARVIELL ..... * 7.34										
125	309.79			TP.. NEELYVILLE, MO .... Y* 5.76								
125	304.03	P... MOARK, ARK. .... * 6.01										
145	298.02			TP... CORNING ..... * 6.30								
131	291.72	CS..... KNOBEL ..... Y* 4.35							4 10AM			
125	287.37			P.. PEACH ORCHARD ..... * 4.79								
e125) w125)	282.58	P. . DELAPLAINE ..... * 6.74										
125	275.84			P..... O'KEAN ..... * 5.88								
125	269.96	P..... MURTA ..... * 3.32										
	266.64			P..... AA JCT. .... * 1.27								
	265.37	TP.. WALNUT RIDGE ..... * 1.44										
187	263.93			CS.. HOXIE S.L.-S.F.Crag ..... * 2.24								
	261.69	P..... BXB JCT. .... * 3.86										
125	257.83			P..... MINTURN ..... * 6.50								
125	251.33	TP..... ALICIA ..... * 5.37										
e125) w120)	245.96			TP..... SWIFTON ..... * 7.57								
125	238.39	TP... TUCKERMAN ..... * 6.23										
	232.16			P..... DOD JCT. .... * 1.30								
	230.86	P..... DIAZ ..... Y* 2.32							3 50AM			
Yd.	228.54			CS... NEWPORT... DTWYS* 2.21					3 45 2 50	9 30AM		
	226.33	P..... CC JCT. .... * 0.25										
	226.08			..... DRAW BRIDGE ..... {White 2.59 River								
	223.49	P..... DD JCT. .... * 3.04										
	220.45			P.... OLYPHANT ..... * 4.40								
	216.05	P..... FF JCT. .... * 3.91										
222	212.14			TP... BRADFORD ..... * 5.22								
125	206.92	P..... RUSSELL ..... * 3.35										
	203.57			P..... GG JCT. .... * 1.71								
e118) w91)	201.86	CS... BALD KNOB ..... Y* 4.20				2 00AM		1 50AM			2 30PM	
	197.66			TP.... JUDSONIA ..... * 3.84								
	193.82	P..... KENSETT ..... * 3.29										
	190.53			.C. R. I. & P. CROSSING . 0.03								
125	190.50	P... HIGGINSON ..... * 8.48										
	182.02			P..... McRAE ..... * 4.48								
91	177.54	LS.... BEEBE ..... * 7.74										
	169.80			P.... AUSTIN ..... * 2.59								
	167.21	LS.... CABOT ..... * 3.65										
82	163.56			P.... HOLLAND ..... * 4.03								
	159.53	P... JX CROSSOVER ..... * 1.40										
	158.13			TP.JACKSONVILLE ..... * 4.23								
	153.90	P... VALENTINE ..... * 6.78										
	147.12			P..St. L. S. W. Connection . 0.52								
Yd.	146.60	CS... No. Little Rock . @ CDOTWYS				12 15AM	12 30AM			7 00AM	11 35AM	1 00PM
		178.14		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

**Note 1.**—Between Poplar Bluff and Bald Knob (Coal Chute), Signal Indication, both Opposing and Following Movements.  
Between South End Holland Siding and No. Little Rock, Signal Indication, both Opposing and Following Movements.  
**Note 2.**—Between South End Holland Siding and Bald Knob (Coal Chute), Signal Indication, with Current of Traffic.

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

TIMETABLE

No. 28

OCTOBER 5, 1954

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis	STATIONS	TRAINS SOUTHWARD							
			1 Passenger	31 Passenger	831 Passenger	37 Mail-Express	17 Passenger	7 Passenger	219 Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
X344	343.67	CS... No. Little Rock . @CDOTWY§ 1.70	12 09AM	12 14AM		6 45AM		10 20AM	10 58AM	
	345.37	.DRAW BRIDGE. { Arkansas River 6-31								
X346	345.62	P. LITTLE ROCK .DWY 0.38	\$ 12 20 12 30	\$ 12 30 12 55	2 30AM	\$ 7 00AM	7 45AM	\$ 10 30 11 25AM	\$ 11 05 11 20	
	346.06	CS. HH Tower-C.R.I.&P.Crsg. 5.67								
X351	351.73	P. ENSIGN								
X355	355.01	P. MABELVALE * 3.28			\$ 2 41					
X359	358.91	P. ALEXANDER 3.90			\$ 2 48					
X363	362.17	P. BRYANT * 3.26			\$ 2 53					
X364	364.18	LS. BAUXITE JCT. 2.01								
	368.33	P. BN JCT. 4.15								
X369	368.73	LS. BENTON... WY§ 0.40			\$ 3 05		\$ 8 15		\$ 11 44	
	370.25	P. MM JCT. 1.52								
X371	371.45	P. QQ JCT. Y 1.20			3 09AM				11 48AM	
	373.34	P. HASKELL 1.69								
	373.69	P. C.R.I.&P. CROSSING. 0.35								
X377	377.32	P. TRASKWOOD * 3.63		\$ 1 35						
X385	384.66	P. GIFFORD 7.34								
X389	388.76	CS. MALVERN... WY§* 4.10					\$ 8 40	\$ 12 10PM		
	389.65	P. C.R.I.&P. CROSSING. 0.89								
	390.13	P. M. & F. V. JCT. 0.48								
X395	395.26	P. ETTA 5.13								
X400	399.63	TP. DONALDSON * 4.37								
X406	405.66	P. WITHERSPOON * 6.03								
X411	411.02	LS. ARKADDELPHIA * 5.36					\$ 9 10	f 12 35		
X415	415.58	TP. GUM SPRINGS 4.56								
X420	420.15	P. CURTIS * 4.57								
	422.34	P. RR JCT. 2.19								
X426	426.30	CS. GURDON. COTWY §* 3.96		\$ 2 35			\$ 9 40	\$ 12 55		
	429.30	P. BCD JCT. 3.00								
X430	430.11	P. BEIRNE * 0.81		\$ 2 40						
X438	437.62	P. BOUGHTON * 7.51								
X442	442.42	TP. PRESCOTT * 4.80		\$ 2 55			\$ 10 05	\$ 1 15		
X450	449.63	P. EMMET * 7.21		\$ 3 05						
X458	457.79	CS. HOPE... Y §* 8.16		\$ 3 30			\$ 10 30	\$ 1 40		
	457.92	P. S.L.-S.F. CROSSING 0.13								
X463	463.06	P. GUERNSEY 5.14								
X471	471.30	P. FULTON... W * 8.24								
X478	477.77	P. HOMAN * 6.47								
	480.41	P. CLEAR LAKE JCT... 2.64	2 50	4 10			11 05	2 10		
X491	490.27	CS. TEXARKANA. @CDOTWY § 9.86	\$ 3 10AM	\$ 4 30AM			\$ 11 25AM	\$ 2 30PM		
	146.60		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Signal Indication both Opposing and Following Movements.

A B S

Two Main Tracks

Two Main Tracks

Two Main Tracks

# LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

## TIMETABLE No. 28 OCTOBER 5, 1954

### TRAINS SOUTHWARD FIRST CLASS

Siding Capacity in Cars	Miles from St. Louis	STATIONS	TRAINS SOUTHWARD		
			25 Passenger	201 Passenger	21 Passenger
			Daily	Daily	Daily
	343.67	CS..No. Little Rock @CDOTWY§	9 08PM	11 32PM	11 59PM
	345.37	1.70 Arkansas River DRAW BRIDGE.			
	345.68	0.31 P..LITTLE ROCK..DWY	s 9 15 9 35	s 11 45PM	s 12 10 AM 12 20
	346.06	0.68 CS..HH Tower-C.R.I.&P.Crsg..			
	351.73	5.67 P.....ENSIGN.....			
	355.01	3.28 P.....MABELVALE.....*			
	358.91	3.90 P.....ALEXANDER.....			
	362.17	3.26 P.....BRYANT.....*			
109	364.18	2.01 LS...BAUXITE JCT.....			
	368.33	4.15 P.....BN JCT.....			
	368.73	0.40 LS...BENTON.....WY§			
	370.25	1.62 P.....MM JCT.....			
	371.45	1.20 P.....QQ JCT.....Y			
238	373.34	1.8 P.....HASKELL.....			
	373.69	0.35 P..C.R.I.&P.CROSSING..			
130	377.32	3.63 P.....TRASKWOOD.....*			
125	384.66	7.34 P.....GIFFORD.....			
124	388.76	4.10 CS...MALVERN...WY§*	s 10 25		
	389.65	0.89 P..C.R.I.&P.CROSSING..			
	390.13	0.48 P..M.&F.V.JCT.....			
125	395.26	5.13 P.....ETTA.....			
125	399.63	4.37 TP...DONALDSON.....*			
125	405.66	6.03 P...WITHERSPOON.....*			
125	411.02	5.36 LS..ARKADELPHIA.....*	s 10 50		
	415.58	4.66 TP...GUM SPRINGS.....			
125	420.15	4.57 P.....CURTIS.....			
	422.34	2.19 P.....RR JCT.....			
Yd.	426.30	3.96 CS..GURDON..COTWY §*	s 11 15		
	429.30	3.00 P.....BCD JCT.....			
	430.11	0.81 P.....BEIRNE.....			
175	437.62	7.51 P...BOUGHTON.....*			
187	442.42	4.80 TP..PRESCOTT.....*			
125	449.63	7.21 P...EMMET.....*			
w125 e125	457.79	8.16 CS...HOPE.....Y§*	s 11 59PM		
	457.92	0.13 P...S.L.-S.F.CROSSING..			
125	463.06	5.14 P.....GUERNSEY.....			
137	471.30	8.24 P.....FULTON.....W*			
180	477.77	6.47 P.....HOMAN.....*			
	480.41	2.64 P..CLEAR LAKE JCT...}	12 35AM		2 40
Yd.	490.27	9.86 CS..TEXARKANA.@COOTWY§	s 12 55AM		s 3 00AM
146.60			Daily	Daily	Daily

Signal Indication both Opposing and Following Movements.

A B S

Two Main Tracks

\*Two Main Tracks

Two Main Tracks

LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

TIMETABLE

No. 28

OCTOBER 5, 1954

TRAINS NORTHWARD

FIRST CLASS

Station Numbers	Miles from Texarkana	STATIONS	TRAINS NORTHWARD								
			26 Passenger	202 Passenger	4 Passenger	8 Passenger	220 Passenger	32 Passenger	832 Passenger		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
X344	146.60	CS...No. Little Rock.@CDOTWY\$	3 59AM	2 34AM	8 24AM	3 39PM	3 49PM	11 54PM			
	144.90	1.70 Arkansas DRAW BRIDGE River									
X346	144.59	0.31 P..LITTLE ROCK..DWY	s { 3 55 3 30	2 30AM	s { 8 20 8 00	s { 3 35 3 20	s { 3 45 3 15	s { 11 50 11 05	s 9 25PM		
	144.21	0.38 CS..HH Tower-C.R.I.&P.Crsq..									
X351	138.54	5.67 P.....ENSIGN.....									
X355	135.26	3.28 P.....MABELVALE.....*									
X359	131.36	3.90 P.....ALEXANDER.....							f 9 05		
X363	128.10	3.26 P.....BRYANT.....*							f 9 00		
X364	126.09	2.01 LS...BAUXITE JCT....									
	121.94	4.15 P.....BN JCT.....									
X369	121.54	0.40 LS...BENTON... WY\$			s 7 25		s 2 45		s 8 50		
	120.02	1.52 P.....MM JCT.....									
X371	118.82	1.20 P.....QQ JCT.....Y					2 40PM		8 45PM		
	118.93	1.89 P.....HASKELL.....									
	116.58	0.35 P..C.R.I.&P.CROSSING...									
X377	112.95	3.63 P.....TRASKWOOD.....*									
X385	105.61	7.34 P.....GIFFORD.....									
X389	101.51	4.10 CS...MALVERN... WY\$*	a 2 30		s 7 00	s 2 20		s 10 05			
	100.62	0.89 P..C.R.I.&P.CROSSING...									
	100.14	0.48 P.....M. & F. V. JCT.....									
X395	95.01	5.13 P.....ETTA.....									
X400	90.64	4.37 TP...DONALDSON.....*			f 6 38						
X406	84.61	6.03 P.....WITHERSPOON.....*			f 6 30						
X411	79.25	5.36 LS...ARKADELPHIA.....*	a 2 05		s 6 20	s 1 55		s 9 40			
X415	74.69	4.56 TP...GUM SPRINGS.....									
X420	70.12	4.57 P.....CURTIS.....*			f 6 10						
	67.93	2.19 P.....RR JCT.....									
X426	63.97	3.96 CS..GURDON..COTWY\$*	s 1 45		s 6 00	s 1 35		s 9 20			
	60.97	3.00 P.....BCD JCT.....									
X430	60.16	0.81 P.....BEIRNE.....*									
X438	52.65	7.51 P.....BOUGHTON.....*									
X442	47.85	4.80 TP..PRESCOTT.....*	a 1 28		s 5 33	a 1 18		s 8 43			
X450	40.64	7.21 P.....EMMET.....*			f 5 25						
X458	32.48	8.16 CS...HOPE.....Y\$*	s 1 10		s 5 15	s 1 00		s 8 25			
	32.35	0.13 P...S.L.-S.F.CROSSING...									
X463	27.21	5.14 P.....GUERNSEY.....									
X471	18.97	8.24 P.....FULTON.....W*			s 4 53						
X478	12.50	6.47 P.....HOMAN.....*			4 43						
	9.86	2.64 P..CLEARLAKE JCT....									
X491		9.68 CS.TEXARKANA.@CDOTWY\$	12 30AM		4 30AM	12 20PM		7 45PM			
	146.60		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Signal Indication both opposing and following movements

A B S

Two Main Tracks

Two Main Tracks

Two Main Tracks

# LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

## TIMETABLE No. 28 OCTOBER 5, 1954

### TRAINS NORTHWARD

#### FIRST CLASS

Siding Capacity in Cars	Miles from Texarkana	STATIONS	2		22		FIRST CLASS								
			Passenger	Passenger	Passenger	Passenger									
			Daily	Daily											
Yd. 146.60		CS...No. Little Rock @CDOTWY§	1 34AM	1 54AM											
..... 144.90		1.70 DRAW BRIDGE. (Arkansas River)													
Yd. 144.59		0.31 P. LITTLE ROCK. DWY	s { 1 30 1 10AM	s { 1 50 1 30AM											
..... 144.21		-0.38 CS. HH Tower-C.R.I.&P.Crsgr..													
..... 138.54		5.67 P. ENSIGN.....													
..... 135.26		3.28 P. MABELVALE.....*													
..... 131.36		3.90 P. ALEXANDER.....													
..... 128.10		3.26 P. BRYANT.....*													
109 126.09		2.01 LS. BAUXITE JCT.....													
..... 121.94		4.15 P. BN JCT.....													
..... 121.54		0.40 LS. BENTON..... WY§													
..... 120.02		1.52 P. MM JCT.....													
..... 118.82		1.20 P. QQ JCT..... Y													
238 116.93		1.89 P. HASKELL.....													
..... 116.58		0.35 P. C.R.I. & P. CROSSING.....													
130 112.95		3.63 P. TRASKWOOD.....*													
125 105.61		7.34 P. GIFFORD.....													
124 101.51		4.10 CS. MALVERN..... WY§*													
..... 100.62		0.82 P. C.R.I. & P. CROSSING.....													
..... 100.14		0.48 P. M. & F. V. JCT.....													
125 95.01		5.13 P. ETTA.....													
125 90.64		4.37 TP. DONALDSON.....*													
125 84.61		6.03 P. WITHERSPOON.....*													
125 79.25		5.36 LS. ARKADELPHIA.....*													
..... 74.69		4.56 TP. GUM SPRINGS.....													
125 70.12		4.57 P. CURTIS.....*													
..... 67.93		2.19 P. RR JCT.....													
Yd. 63.97		3.96 CS. GURDON. COTWY§*													
..... 60.97		3.00 P. BCD JCT.....													
..... 60.16		0.81 P. BEIRNE.....													
175 52.65		7.51 P. BOUGHTON.....*													
187 47.85		4.80 TP. PRESCOTT.....*													
125 40.64		7.21 P. EMMET.....*													
w125 e125 32.48		8.16 CS. HOPE..... Y§*													
..... 32.35		0.13 P. S.L.-S.F. CROSSING.....													
125 27.21		5.14 P. GUERNSEY.....													
137 18.97		8.24 P. FULTON..... W*													
180 12.50		6.47 P. HOMAN.....*													
..... 9.86		2.64 P. CLEAR LAKE JCT.....													
Yd. ....		9.86 CS. TEXARKANA @CDOTWY§	10 40PM	11 00PM											
		146.60	Daily	Daily											

Signal Indication both Opposing and Following Movements.

A B S

Two Main Tracks

Two Main Tracks

Two Main Tracks

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

TIMETABLE

No. 28

OCTOBER 5, 1954

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	TRAINS SOUTHWARD							
			887 Local Freight Mon., Wed., Fri.	95 Local Freight Daily Ex. Sunday	67 Red Ball Freight Daily	69 Red Ball Freight Daily	885 Local Freight Daily Ex. Sunday	65 Red Ball Freight Daily	271 Red Ball Freight Daily Ex. Sunday	73 Red Ball Freight Daily
X344	343.67	CS...No. Little Rock. @CDOTWY§	4 00AM	5 00AM	8 45AM	11 30AM		3 30PM	10 35PM	11 00PM
	345.37	1.70 Arkansas DRAW BRIDGE. (River 0.31								
X346	345.68	P...LITTLE ROCK. DWY								
	346.06	0.38 CS..HH Tower-C.R.I. & P. Crsg..								
X351	351.73	P...ENSIGN.....*								
	355.01	3.28 P...MABELVALE.....*								
X359	358.91	P...ALEXANDER.....*								
	362.17	3.90 P...BRYANT.....*								
X364	364.18	P...BRYANT.....*								
	368.33	3.26 LS...BAUXITE JCT.....		5 40						
	368.33	2.01 P...BN JCT.....								
X369	368.73	4.15 LS...BENTON.....WY§	4 45AM	6 00						
	370.25	0.40 P...MM JCT.....								
X371	371.45	1.20 P...QQ JCT.....Y		8 50						
	373.34	1.89 P...HASKELL.....								
	373.69	0.35 P..C.R.I. & P. CROSSING..								
X377	377.32	3.63 P...TRASKWOOD.....*								
X385	384.66	7.34 P...GIFFORD.....								
X389	388.76	4.10 CS...MALVERN.....WY§*		10 00						
	389.65	0.89 P..O.R.I. & P. CROSSING..								
	390.13	0.48 P...M. & F. V. JCT.....								
X395	395.26	5.13 P...ETTA.....								
X400	399.63	4.37 TP...DONALDSON.....*		10 40						
	405.66	6.03 P...WITHERSPOON.....*								
X411	411.02	5.36 LS...ARKADELPHIA.....*		11 59AM						
X415	415.58	4.56 TP. GUM SPRINGS.....		12 30PM						
X420	420.15	4.57 P...CURTIS.....*								
	422.34	2.19 P...RR JCT.....								
X426	426.94	3.96 CS...GURDON.COTWY§*		1 30PM			3 25PM		2 30AM	
	429.30	3.00 P...BCD JCT.....								
X430	430.11	0.81 P...BEIRNE.....*					3 45			
X438	437.62	7.51 P...BOUGHTON.....*					4 00			
X442	442.42	4.80 TP...PRESCOTT.....*					4 25			
X450	449.63	7.21 P...EMMET.....*					4 40			
X458	457.79	8.16 CS...HOPE.....Y§*				5 30PM	4 50PM			
	457.92	0.13 P...S.L.-S.F. CROSSING....								
X463	463.06	5.14 P...GUERNSEY.....								
X471	471.30	8.24 P...FULTON.....W*								
X478	477.77	6.47 P...HOMAN.....*								
	480.41	2.64 P...CLEAR LAKE JCT.....								
X491	490.27	9.86 CS.TEXARKANA. @CDOTWY§			1 30PM	7 00PM		8 30PM		6 50AM
	146.60		Mon., Wed., Fri.	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily

Two Main Tracts

Two Main Tracts

Two Main Tracts

Two Main Tracts

Signal Indication, both Opposing and Following Movements

A B S



# LITTLE ROCK SUBDIV.    TEXARKANA TO NORTH LITTLE ROCK

15

## TRAINS NORTHWARD

### SECOND CLASS

## TIMETABLE

**No. 28**

**OCTOBER 5, 1954**

Stading Capacity in Cars	Miles from Texarkana	STATIONS	72	96	272	886	60	884	174
			Red Ball Freight Daily	Local Freight Daily Ex. Sunday	Red Ball Freight Daily Ex. Monday	Local Freight Tues., Thurs., Sat.	Red Ball Freight Daily	Local Freight Daily Ex. Sunday	Red Ball Freight Daily
Yd.	146.60	CS... No. Little Rock. @ CDOTWY\$	10 35AM	12 30PM		10 30AM	9 00AM	11 00PM	4 30AM
....	144.90	1.70 (Arkansas DRAW BRIDGE { River							
....		0.31							
Yd.	144.59	P... LITTLE ROCK. DWY							
....	144.21	0.38							
....	138.54	CS... HH Tower-C.R.I.&P. Crosg..							
....	135.26	5.67							
....	131.36	P... ENSIGN							
....	128.10	3.28							
....	126.09	P... MABELVALE							
....	121.94	3.90							
....	121.54	P... ALEXANDER							
....	120.02	3.26							
....	118.82	P... BRYANT							
....	116.93	2.01							
....	116.58	LS... BAUXITE JCT.		11 30AM		8 00			
....	112.95	4.15							
....	112.61	P... BN JCT							
....	112.54	0.40							
....	112.02	LS... BENTON... WY\$		11 00		7 30AM			
....	111.82	1.52							
....	111.82	P... MM JCT.							
....	111.82	1.20							
....	111.82	P... QQ JCT							
....	111.82	1.89							
....	111.82	P... HASKELL							
....	111.82	0.35							
....	111.82	P... C.R.I. & P. CROSSING							
....	111.82	3.63							
....	111.82	P... TRASKWOOD		10 10					
....	111.82	7.34							
....	111.82	P... GIFFORD		9 50					
....	111.82	4.10							
....	111.82	OS... MALVERN... WY\$*		9 30					
....	111.82	0.89							
....	111.82	P... C.R.I. & P. CROSSING							
....	111.82	0.48							
....	111.82	P... M. & F. V. JCT							
....	111.82	5.13							
....	111.82	P... ETITA		8 15					
....	111.82	4.37							
....	111.82	TP... DONALDSON		8 00					
....	111.82	6.03							
....	111.82	P... WITHERSPOON		7 45					
....	111.82	5.36							
....	111.82	LS... ARKADDELPHIA		7 30					
....	111.82	4.56							
....	111.82	TP... GUM SPRINGS							
....	111.82	4.57							
....	111.82	P... CURTIS		6 10					
....	111.82	2.19							
....	111.82	P... RR JCT							
....	111.82	3.06							
Yd.	63.97	CS... GURDON. COTWY\$*		6 00AM		6 30AM		10 45PM	1 30
....	60.97	3.00							
....	60.97	P... BOD JCT							
....	60.16	0.81							
....	60.16	P... BEIRNE					10 35		
....	52.65	7.51					10 20		
....	52.65	P... BOUGHTON					10 10		
....	47.85	4.80					9 35		
....	47.85	TP... PRESCOTT					9 15PM	12 01AM	
....	40.64	7.21							
....	40.64	P... EMMET							
....	32.48	8.16							
....	32.48	CS... HOPE... Y\$*							
....	32.48	0.13							
....	32.35	P... S.L.-S.F. CROSSING							
....	27.21	5.14							
....	27.21	P... GUERNSEY							
....	18.97	8.24							
....	18.97	P... FULTON... W*							
....	12.60	6.47							
....	12.60	P... HOMAN							
....	9.86	2.64							
....	9.86	P... CLEAR LAKE JCT.					7 00PM		10 30PM
....	9.86	9.86							
Yd.		CS... TEXARKANA. @ CDOTWY\$	5 30AM						
	146.60		Daily	Daily Ex. Sunday	Daily Ex. Monday	Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily

Signal Indication, both Opposing and Following Movements

A B S

Two Main Tracks

Two Main Tracks

Two Main Tracks

GURDON SUBDIV.—GURDON TO EL DORADO

TIMETABLE

No. 28

OCTOBER 5, 1954

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

821  
Passenger

271  
Red Ball  
Freight

891  
Local  
Freight

275  
Red Ball  
Freight

STATIONS

Daily

Daily  
Ex. Monday

Daily  
Ex. Saturday

Daily

Station Numbers	Miles from St. Louis	STATIONS	821 Passenger	271 Red Ball Freight	891 Local Freight	275 Red Ball Freight
X426	426.30	CS.....GURDON...COTWY\$ 1.00	5 15AM			
E 1	427.30	P.....GURDON YARD..... 3.85	5 17	3 30AM	7 30AM	7 00PM
	431.16	P.....BA SIDING..... 1.71	5 24 272	3 45	7 45	7 10
E 6	432.86	P.....WHELEN SPRINGS.....* f 4.80	5 27	3 50	7 55	7 15
E 11	437.66	LS.....READER.....* f 7.13	5 35	4 05	8 10	7 30
E 18	444.79	LS.....CHIDESTER.....* s 7.68	5 47	4 20 272	8 30	8 05 822
E 26	452.47	P.....LESTER.....* f 7.41	5 59	4 36	9 10 890	8 25
E 33	459.88	LS.....CAMDEN.....s 0.98	6 20	5 00	9 40	8 45
	460.86	.....St. L. S. W. CROSSING..... 0.44				
	461.30	P.....CB SIDING..... 1.86	6 23	5 05	9 50	8 55
E37	463.16	P.....CULLENDALE.....W 10.65	6 25	5 10	10 10	9 00
	473.81	P.....AN SIDING..... 0.69	6 41	5 35	10 40	9 20
E 48	474.50	P.....LOUANN.....f 1.90	6 43		10 45	
E 50	476.40	P.....GRIFFIN.....Y* f 1.89	6 47	5 42	10 50	9 26
	478.29	P.....DH SIDING..... 0.60	6 50	5 53	11 00AM	9 31
E 52	478.89	LS.....SMACKOVER.....s 1.71	6 55	6 00	12 01PM	9 40
E 54	480.60	P.....KENOVA.....W 3.95	6 58 890	6 10	12 15	9 50
E 58	484.55	LS.....NORPHLET.....s 2.95	7 05	6 22	12 30	10 05
	487.50	P.....RG SIDING..... 0.94	7 11	6 30 890	12 50	10 20
E 62	488.44	P.....OOV JCT..... 3.81				
E 66	492.25	CS.....EL DORADO..COTWY\$ s	7 30AM	7 00AM	1 30PM	11 30PM 274
	65.95		Daily	Daily Ex. Monday	Daily Ex. Saturday	Daily

NORMAN SUBDIV.—BETWEEN GURDON AND NORMAN

DELIGHT SUBDIV.—BETWEEN PK JCT. AND DELIGHT

TIMETABLE

No. 28

OCTOBER 5, 1954

TIMETABLE

No. 28

OCTOBER 5, 1954

TRAINS SOUTHWARD SECOND CLASS	Miles from St. Louis	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	TRAINS SOUTHWARD SECOND CLASS	Miles from St. Louis	STATIONS	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
881 Local Freight					880 Local Freight	883 Local Freight					882 Local Freight
Daily Ex. Sunday					Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday
7 00AM	426.30	CS.....GURDON..COTWY\$	X 426	Yd.	4 05PM	8 15AM	446.58	P.....PK JCT.....W	XL20	25	9 25AM
f 7 35	436.66	.....BURTSELL.....	XL 10	29	f 3 25	f 8 20	447.19	.....ANTOINE.....	EF 1		f 9 20
f 7 51	441.07	LS.....OKOLONA.....	XL 15	15	f 3 10	8 40AM	452.10	LS.....DELIGHT.....	EF 6	34	9 00AM
s 8 10	446.58	P.....PK JCT.....W	XL 20	25	s 2 50	Daily Ex. Sunday					Daily Ex. Sunday
f 8 35	454.00	.....GRAYSONIA.....	XL 28		f 1 20		5.52				
f 8 45	456.04	.....SHAWMUT.....	XL 30		f 1 05						
f 8 55	458.53	.....TWIN BRIDGES.....	XL 32		f 12 50						
s 9 20	465.32	LS.....AMITY.....	XL 39	31	s 12 25						
s 9 40	469.80	.....ROSBORO.....	XL 43	17	s 12 05PM						
s 9 55	473.58	LS.....GLENWOOD.....W	XL 47	32	s 11 45AM						
f 10 20	480.77	.....CADDO GAP.....	XL 54	27	f 11 20						
10 40AM	485.94	LS.....NORMAN.....Y	XL 60	35	11 00AM						
Daily Ex. Sunday		59.64			Daily Ex. Sunday						

# GURDON SUBDIV.—EL DORADO TO GURDON

Siding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE</b> <b>No. 28</b> <b>OCTOBER 5, 1954</b>		<b>TRAINS NORTHWARD</b>								
				<b>FIRST CLASS</b>				<b>SECOND CLASS</b>				
				<b>822</b> Passenger				<b>272</b> Red Ball Freight	<b>890</b> Local Freight	<b>274</b> Red Ball Freight		
<b>STATIONS</b>		<b>Daily</b>				<b>Daily Ex. Monday</b>	<b>Daily Ex. Sunday</b>	<b>Daily</b>				
Yd.	426.30	CS.....	<b>GURDON</b> .....COTWY§	8 45PM								
			1.00									
Yd.	427.30	P.....	<b>GURDON YARD</b> .....			<b>5 45AM</b>	11 45AM	2 30AM				
			3.85									
70	431.15	P.....	<b>BA SIDING</b> .....	8 30		<b>5 24</b> <sup>821</sup>	10 45	2 10				
			1.71									
...	432.86	P.....	<b>WHELEN SPRINGS</b> .....* <i>f</i>	8 26		5 05	10 15	2 05				
			4.80									
70	437.68	LS.....	<b>READER</b> .....* <i>f</i>	8 18		4 45	10 00	1 50				
			7.13									
70	444.79	LS.....	<b>CHIDESTER</b> .....* <i>s</i>	<b>8 05</b> <sup>275</sup>		<b>4 20</b> <sup>271</sup>	9 40	1 35				
			7.68									
70	452.47	P.....	<b>LESTER</b> .....* <i>f</i>	7 48		4 05	<b>9 10</b> <sup>891</sup>	1 20				
			7.41									
58	459.88	LS.....	<b>CAMDEN</b> .....	7 32		3 45	8 55	1 05				
			0.98									
...	460.86	.....	<b>St. L. S. W. CROSSING</b> .....									
			0.44									
58	461.30	P.....	<b>CB SIDING</b> .....	7 25		3 15	8 30	12 50				
			1.86									
70	463.16	P.....	<b>CULLENDALE</b> .....W	7 22		3 10	8 25	12 45				
			10.65									
58	473.81	P.....	<b>AN SIDING</b> .....	7 06		2 48	7 56	12 25				
			0.69									
...	474.50	P.....	<b>LOUANN</b> .....	7 04			7 40					
			1.90									
40	476.40	P.....	<b>GRIFFIN</b> .....Y* <i>f</i>	7 01								
			1.89									
66	478.29	P.....	<b>DH SIDING</b> .....	6 58		2 38	7 30	12 15				
			0.60									
Yd.	478.89	LS.....	<b>SMACKOVER</b> .....	6 57		2 35	7 25	12 10AM				
			1.71									
Yd.	480.60	P.....	<b>KENOVA</b> .....W	6 50		2 27	<b>6 58</b> <sup>821</sup>	11 55PM				
			3.95									
21	484.55	LS.....	<b>NORPHLET</b> .....	6 43		2 18	6 40	11 45				
			2.95									
71	487.50	P.....	<b>RG SIDING</b> .....	6 38		2 11	<b>6 30</b> <sup>271</sup>	11 40				
			0.94									
...	488.44	P.....	<b>OOW JCT.</b> .....									
			3.81									
Yd.	492.25	CS.....	<b>EL DORADO</b> ...COTWY§	6 30PM		2 00AM	6 00AM	<b>11 30PM</b> <sup>275</sup>				
			65.95									
				<b>Daily</b>			<b>Daily Ex. Monday</b>	<b>Daily Ex. Sunday</b>			<b>Daily</b>	

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

<b>TRAINS SOUTHWARD</b>				Miles from St. Louis	<b>TIMETABLE</b> <b>No. 28</b> <b>OCTOBER 5, 1954</b>		Station Numbers	Siding Capacity in Cars	<b>TRAINS NORTHWARD</b>			
<b>SECOND CLASS</b>									<b>SECOND CLASS</b>			
		<b>887</b> Local Freight									<b>886</b> Local Freight	
		Mon., Wed., Fri.			<b>STATIONS</b>			Tue., Thurs., Sat.				
		6 30AM	368.73	ABS Note 1	LS... <b>BENTON</b> .....OWY§	X 369	Yd.	s 5 25AM				
		6 40AM	368.33		P..... <b>BN JCT.</b> .....			5 15AM				
			368.67		... <b>C. R. I. &amp; P. CROSSING</b> .....							
		<i>f</i> 7 10	381.53		... <b>BELFAST</b> .....	XH 33		<i>f</i> 4 45				
			390.27		LS..... <b>SHERIDAN</b> .....W	XH 24	Yd.	s 4 20				
		<i>f</i> 8 25	397.18		... <b>PRAGUE</b> .....* <i>f</i>	XH 17	33	<i>f</i> 3 50				
		<i>f</i> 8 40	401.56		... <b>DOYLESTOWN</b> .....	XH 13	22	<i>f</i> 3 40				
		<i>f</i> 8 50	404.69		... <b>HARDIN</b> .....	XH 9		<i>f</i> 3 30				
		9 15AM	412.70		P..... <b>PB JCT.</b> .....Y		Yd.	3 05AM				
			414.06		CS..... <b>PINE BLUFF</b> .....WT§	K 43	Yd.	3 00AM				
		Mon., Wed., Fri.			44.37			Tues., Thurs., Sat.				

Note 1.—Between Benton and BN Jct., ABS, Signal Indication, both Opposing and Following Movements.

**HOT SPRINGS SUBDIV.—BETWEEN QQ JCT. AND HOT SPRINGS**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 28 OCTOBER 5, 1954	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
893 Local Freight Daily Ex. Sunday	219 Passenger Daily	831 Passenger Daily						220 Passenger Daily	832 Passenger Daily	892 Local Freight Daily Ex. Sunday
					<b>STATIONS</b>					
6 10AM	11 48AM	3 09AM	371.45	P.....QQ JCT.....Y X 371	.....	2 40PM	8 45PM	8 50AM	.....	.....
6 25	12 01PM	3 18	377.95}	P.....SLOCOMB.....XH 56	16	2 30	8 34	8 35	.....	.....
6 35	f 12 11	s 3 25	378.21}	P.....LONSDALE.....XH 60	31	2 24	f 8 26	8 25	.....	.....
6 50	12 19	3 35	382.66	P.....HIGH POINT.....XH 66	27	2 16	8 18	8 10	.....	.....
6 59	12 25	3 40	388.60	P.....GULPHA.....XH 69	31	2 11	8 11	8 03	.....	.....
7 10	12 35	3 50	391.78	P.....EAST WYE.....	.....	2 02	8 02	7 50	.....	.....
7 15AM	s 12 45PM	s 4 00AM	398.02	LS.....HOT SPRINGS...OWYs	XH 77	2 00PM	8 00PM	7 45AM	.....	.....
			399.19							
Daily Ex. Sunday	Daily	Daily			28.00	Daily	Daily	Daily Ex. Sunday		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Two Mile Post locations at Slocomb are one and the same point. Mile Post 378.21 is new mileage account change in line made in June, 1948, and Mile Post 377.95 is old mileage.

**DONIPHAN SUBDIV.—BETWEEN NEELYVILLE AND DONIPHAN**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 28 OCTOBER 5, 1954	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		SECOND CLASS						SECOND CLASS	SECOND CLASS	
897 Local Freight Daily Ex. Sunday	895 Local Freight Daily Ex. Sunday							894 Local Freight Daily Ex. Sunday	896 Local Freight Daily Ex. Sunday	
					<b>STATIONS</b>					
2 00PM	11 30AM	180.48	LS.....NEELYVILLE.....Y X 180	.....	11 15AM	1 45PM	.....	.....	.....	.....
s 2 15		186.27	.....NAYLOR.....XE 6	7	s 10 50		.....	.....	.....	.....
		186.40	.....S. L.-S. F. CROSSING.....	.....			.....	.....	.....	.....
s 2 30		191.27	.....OZLY.....W XE 11	9	s 10 30		.....	.....	.....	.....
3 00PM	12 30PM	200.37	LS.....DONIPHAN.....CY XE 20	Yd.	10 00AM	12 45PM	.....	.....	.....	.....
Daily Ex. Sunday	Daily Ex. Sunday			19.89		Daily Ex. Sunday	Daily Ex. Sunday			

**NASHVILLE SUBDIV.—BETWEEN HOPE AND NASHVILLE**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 28 OCTOBER 5, 1954	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		SECOND CLASS						SECOND CLASS	SECOND CLASS	
	885 Local Freight Daily Ex. Sunday							884 Local Freight Daily Ex. Sunday		
					<b>STATIONS</b>					
	4 55PM	457.79	CS.....HOPE.....CWYs	X 458	Yd.	9 00PM	.....	.....	.....	.....
		462.35	P.....Southwestern Proving Ground...	XJ 5	.....		.....	.....	.....	.....
	f 5 20	467.05	.....WASHINGTON.....	XJ 9	30	f 8 35	.....	.....	.....	.....
	f 5 35	472.54	.....OZAN.....	XJ 15	14	f 8 20	.....	.....	.....	.....
	6 05PM	483.15	LS.....NASHVILLE.....WY	XJ 26	Yd.	7 50PM	.....	.....	.....	.....
		483.17	.....G. N. & A. CROSSING.....				.....	.....	.....	.....
Daily Ex. Sunday	Daily Ex. Sunday			25.36		Daily Ex. Sunday				

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

<b>Hot Springs Subdiv.:</b>	<b>No. 219 is superior to No. 220.</b>
	<b>No. 893 is superior to No. 892.</b>
<b>Norman Subdiv.:</b>	<b>No. 881 is superior to No. 880.</b>
<b>Delight Subdiv.:</b>	<b>No. 883 is superior to No. 882.</b>
<b>Nashville Subdiv.:</b>	<b>No. 885 is superior to No. 884.</b>
<b>Doniphan Subdiv.:</b>	<b>No. 895 is superior to No. 896.</b>
	<b>No. 897 is superior to No. 896.</b>

**2. MAXIMUM SPEED:**

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS," and lower speeds prescribed by train orders, restrictive signals and operating rules.

**2-A. MAXIMUM TRAIN SPEED: (Where maximum engine speed is LOWER, it will govern).**

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type or

Diesel engines with one or more conventional type, standard weight, high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335, and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242, are streamlined—HIGH center of gravity cars.

CONSIST "D"....Diesel engines with streamlined, light-weight—LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, and Rock Island Sleepers with "Golden" prefix, are streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Hoxie.....	50	75	79	75		79	75	
Doniphan.....	25	25	25	25		25	25	
Little Rock.....	50	75	79	75	Speed	79	75	Five miles
Hot Springs.....	35	45	45	45		50	45	per hour
Between Hot Springs and Mountain Pine....	15	15	15	15	shown on	15	15	above speed
Norman.....	30	30	30	30		30	30	
Delight.....	20	20	20	20	slow speed	20	20	shown on
Nashville.....	25	35	35	35		35	35	slow speed
Benton.....	30	35	35	35		35	35	
Gurdon.....	35	45	45	45	signs	45	45	signs

**2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).**

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

**MISSOURI PACIFIC ENGINES**

Steam	MPH	Steam	MPH	Diesel	MPH
1 to 173.....	60	2348 to 2389.....	55	9000 to 9022.....	35
330 to 389.....	50	5309 to 5316.....	80	9102 to 9191.....	35
402 to 483.....	45	5322.....	90	9200 to 9239.....	35
1056.....	53	5335 to 5344.....	80		
1103 to 1110.....	55	6404 to 6436.....	80		
1113 to 1120.....	63	9301 to 9318.....	25		
1158 to 1161.....	80	9604.....	25		
		9706 to 9783.....	25		
1205 to 1280:					
Psg. Service.....	55				
Frt. Service.....	63				
1302 to 1324:					
Psg. Service.....	55	201 to 208.....	65		
Frt. Service.....	63	301 to 392.....	65		
		501 to 626.....	65		
		800 to 815.....	30		
1403 to 1570:		4100 to 4101.....	35		
Psg. Service.....	55	4102 to 4103.....	75		
Frt. Service.....	63	4104 to 4331.....	65		
1716.....	50	7000 to 7021.....	98		
1721 to 1729.....	63	7100.....	90		
2201 to 2215.....	90	8001 to 8036.....	98		

MV-KO&G-OCAA DIESEL ENGINES  
751 to 756.....65

Motor Cars:  
Gas electric passenger.....60  
Passenger Motor Car No. 670, with mechanical drive.....70

**3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).** Miles Per Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**  
Steam road engines, (light or with one car behind)..... 45

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**  
STEAM engines moving backward, with or without cars, or any engine moving forward shoving cars; and  
DIESEL engines moving backward without pilot on end facing direction of movement:  
Subdiv.:  
Hoxie, Little Rock and Gurdon..... 25  
Hot Springs and Nashville..... 15  
Benton, Delight and Doniphan..... 10  
Norman: between Norman and PK Jct..... 10  
          between PK Jct. and Gurdon..... 20  
Steam engines not equipped with engine trucks must be moved tender forward in road movement.

**3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:**  
Through No. 10 lateral turnouts and crossovers, entire train 15  
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train..... 30  
Through No. 20 equilateral turnouts, entire train..... 50  
In straightaway movement when moving points of No. 10 Spring Switch..... 15  
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches..... 30  
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).



**3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW: (Concluded):** Per Hour

- Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.
- With flat spot  $2\frac{3}{4}$ " or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10
- With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.. 10  
No restriction for flat spots shorter than above specified lengths
- Steam Engines dead in tow or disabled under steam:
  - With all side rods in position, main rods disconnected . 35
  - 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 the side rods down **ON AUTHORITY OF SUPERINTENDENT.**
  - With part or all of side rods down..... 15
  - With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 40
- Steam Engines moving backward in tow: (Side Rods in position)
  - Gurdon, Nashville and Hot Springs Subdivs..... 15
  - Doniphan, Benton, Norman and Delight Subdivs..... 10
  - Other Subdivs..... 25

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 they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.
- Disabled Steam Engines:
  - With all or part of side rods down..... 15
  - With front drivers blocked.. 20  
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.
  - Engines without full set of driving wheels, or with disabled engine truck or trailer truck may be moved to first siding to clear main track at speed not exceeding. 6  
Further movement must be authorized by Superintendent
  - Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side . . . 15
  - With flat spot  $3\frac{1}{2}$ " or more in length on driving tires.. 20
  - With flat spot  $2\frac{3}{4}$ " or more in length on engine truck, trailer or tender wheels..... 10  
No restriction for flat spots shorter than above specified lengths.

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:**

- Pile Drivers..... 25
- Steam Shovels..... 25
- Bridge Derrick Cars (non-revolving)..... 30  
Bridge derrick cars (non-revolving) 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 nor more than 6 inches lateral movement; and 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.
- 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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):** Miles Per Hour

- American Ditchers (self-propelling)..... 25  
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 shored 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. Side rods and cranks must be removed from trucks.
- Locomotive Cranes or Clam Shells..... 25  
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.
- American Ditchers, loaded on flat cars..... 25
- Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 25
- Jordan Spreaders and Spreader-Ditchers..... 25  
Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.
- Wrecking Cranes (non-self-propelling)..... 25  
Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.
- Wrecking Cranes (self-propelling):  
The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

- Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A" 30
- Scale Test Cars..... 30  
Scale test cars must be handled next to caboose.

**3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE TELEPHONE	STREET ADDRESS RESIDENCE	RESIDENCE TELEPHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand and Shaw	PRospect 1-0500 Main 1-1000 Station 730		
<b>EMERGENCY STATION</b>	Poplar Bluff, Mo.	Lucy Lee Hospital	5782.		
★Dr. J. W. McPheeters, Sr., Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	5782	960 Cynthia	2288.
★Dr. J. W. McPheeters, Jr.	Poplar Bluff, Mo.	Lucy Lee Hospital	5782	North & Spring	4590.
★Dr. H. M. Henrickson, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	4627	Highway 67 North	2801.
★Dr. H. O. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	4627	Highway 67 North	3182.
★Dr. W. E. Henrickson	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	4627	409 North Second	4444.
★★Dr. C. F. Goforth, Local and Dispensary Surgeon	Doniphan, Mo.	City Hall Building	6.	Doniphan	23.
★★Dr. N. J. Latimer	Corning, Ark.	612 West Second	56-F2	620 West Second	56-F3.
★★Dr. I. H. Cunning	Knobel, Ark.	Main & Cherry		Knobel	
★★Dr. R. Joseph	Walnut Ridge, Ark.	Walnut Ridge	35.	Walnut Ridge	129.
★Dr. H. O. Walker, Resident Surgeon	Newport, Ark.	312½ Front	33.	303 Ash	77.
★★Dr. M. L. Harris, Local & Disp. Surgeon	Newport, Ark.	Newport	73.	Park Place	337
★★Dr. T. L. Adair	Bald Knob, Ark.	Collison Bldg.	161.	Bald Knob	18.
★★Dr. J. W. Cotner	Kensett, Ark.	Kensett	666.	Kensett	552.
★★Dr. J. D. Kinley	Beebe, Ark.		22.	Beebe	60.
★★Dr. D. W. Sloan	Beebe, Ark.		40.	Beebe	89.
★★Dr. P. R. Sheaffer, Local & Disp. Surgeon	Cabot, Ark.	Cabot	109	Cabot	109
<b>HOSPITAL</b>	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221.		
★Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	300 Ridgeway	MO. 6-1515.
★Dr. L. G. Holt, Assistant District Surgeon	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	5700 Country Club	MO. 3-8907.
★Dr. S. C. Fulmer, Physician In Charge	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	2018 Wolfe	FR. 5-8698.
★★Dr. C. W. Jones, Local & Disp. Surgeon	Benton, Ark.	128 West South	422.	416 South Main	421.
★★Dr. C. F. Peters, Jr.	Malvern, Ark.	204 Main	111	124 Hall	549W
★★Dr. J. W. Kennedy, Local Surgeon	Arkadelphia, Ark.	1008 Pine	29.	1543 Twelfth	705.
★★Dr. P. R. Anderson, Local Surgeon	Arkadelphia, Ark.	006 Seventh	915.	1210 Thirteenth	014.
<b>EMERGENCY STATION</b>	Gurdon, Ark.	Gurdon	120.		
★Dr. A. W. Thompson	Gurdon, Ark.	Bailey Drug Store	183.	803 South Pine	49.
★Dr. R. E. Pinkerton	Gurdon, Ark.	Third and Walnut	320.	721 North Ninth	321.
★Dr. C. A. Hesterly	Prescott, Ark.	409 East Sixth	1.	301 East Sixth	272.
★Dr. J. B. Hesterly, Local and Disp. Surgeon	Prescott, Ark.	Prescott	73.	Prescott	272.
★★Dr. C. P. Arnold, Local Surgeon	Prescott, Ark.	Ledbetter Building		801 East Elm	658.
★★Dr. W. S. Sims, Jr., Local Surgeon	Hope, Ark.	Josephine Hospital	17.	522 South Elm	1120.
★★Dr. J. McKenzie	Hope, Ark.	314 South Main	84.	Oakhaven	3-F2.
<b>EMERGENCY STATION</b>	Texarkana, Ark.	Michael Meagher Memorial Hospital			
★Dr. H. E. Murry	Texarkana, Ark.	320 East Fifth	128.	1700 Beech	1864.
★Dr. R. R. Brunazzi	Texarkana, Ark.	Sixth and Walnut	3-5141.	2601 Olive	3-6230.
★Dr. W. D. Smith Asst. Surgeon	Texarkana, Ark.	Sixth and Walnut	412.	2300 Laurel	3751.
<b>EMERGENCY STATION</b>	Hot Springs, Ark.	St. Joseph Hospital, 1 Cedar	118.		
★Dr. A. H. Tribble, Resident Surgeon	Hot Springs, Ark.	Medical Arts Building	538.	1616 Central	298.
★★Dr. L. G. Martin, Resident Surgeon	Hot Springs, Ark.	Medical Arts Building	738.	19 Conway	2768.
★★Dr. E. M. Smith, Local Surgeon	Hot Springs, Ark.	Medical Arts Building			
★★Dr. J. B. Stueart	Norman, Ark.	Norman	34.	Norman	
★★Dr. W. H. Toland	Nashville, Ark.	115 South Main	185	204 South Fourth	285.
★Dr. E. V. Dildy	Nashville, Ark.	122 Hemstead	133.	511 West Hemstead	233.
★Dr. C. S. Early, Local and Disp. Surgeon	Camden, Ark.	Rialto Bldg.	53.	Camden	70.
★★Dr. E. J. Byrd	Camden, Ark.	111 Van Buren	276.	403 McCullough	630.
★★Dr. R. B. Robias	Camden, Ark.	111 Van Buren	617.	310 West Washington	494.
★★Dr. T. J. Meek	Camden, Ark.	111 West Van Buren	6-3185.	643 Camark Road	6-5115.
★★Dr. W. L. Newton	Smackover, Ark.	Smackover	7.	Smackover	6.
★Dr. J. B. Wharton, Sr.	El Dorado, Ark.	218 Exchange Bldg.	230.	484 North Washington	40.
★★Dr. J. B. Wharton, Jr.	El Dorado, Ark.	218 Exchange Bldg.	230.	484 North Washington	40.
★Dr. J. H. Pinson	El Dorado, Ark.	218 Exchange Bldg.	230.		
★Dr. M. F. Kelly	Sheridan, Ark.	Sheridan	198.	108 Arch	243.
<b>EMERGENCY STATION</b>	Pine Bluff, Ark.	Suite 214 National Bldg.	268.		
★Dr. B. D. Luck, Resident Surgeon	Pine Bluff, Ark.	Suite 214 National Bldg.	268.	310 Harding	167.
★★Dr. H. S. Stern	Pine Bluff, Ark.	600 West Sixth Ave.	5100.	1800 West Twenty-Fifth	6485.
★★Dr. H. J. Morris	Pine Bluff, Ark.	600 West Sixth Ave.	5100.	3621 Cherry	6520.

★Medical Examiners for Examination of all Applicants.

★★Medical Examiners for Examination of Applicants not required to take color perception test.