

DIVISION OFFICERS

J. W. TREADWELL...Superintendent.....Little Rock, Ark.
R. HICKMAN.....Assistant Superintendent,
Little Rock Terminals
.....North Little Rock, Ark.
C. W. BROWN.....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.
G. T. GRAHAM.....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.
W. M. ADAMS.....Assistant Trainmaster,
Little Rock, Gurdon,
Hot Springs, Benton,
Norman, Delight and
Nashville Subdivs.....Gurdon, Ark.
J. L. RAGLAND.....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. 30

Effective 12:01 a. m. Sunday, Nov. 20, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 29, effective August 18, 1955,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 11, THIS
DIVISION, EFFECTIVE JANUARY 1, 1955.

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.

M. L. SMITH, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, 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When properly authorized, rules may be cancelled, superseded or changed by: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.

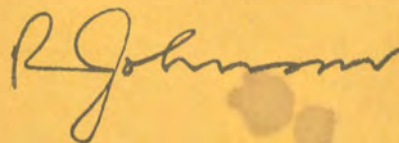
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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.

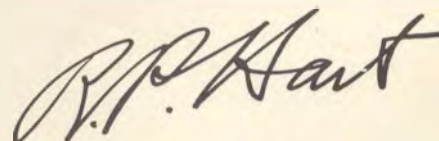
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Poplar Bluff.....	Ark... 1,7,21,25,37	Mo... 1,7,21,25,37	.....	Indefinitely	For connection.
Newport.....	W. R..... 232	Ark..... 37	6:30 a. m.	1 Hr.	For mail and express.
Bald Knob.....	Ark..... 201, 219	Mfs..... 201, 219	.....	Indefinitely	For connection.
" ".....	Mfs..... 202, 220	Ark..... 202, 220	.....	Indefinitely	" "
Little Rock.....	Ark..... 202	La. & L. R. 132 & Ark. 32, 2, 22 & 26	4:00 a. m.	30 Min.	For connection.
" ".....	"..... 1	Ark..... 201	1:35 a. m.	1 Hr.	For connection.
" ".....	"..... 21	"..... 201	1:30 a. m.	1 Hr.	" "
" ".....	"..... 31	"..... 201	1:55 a. m.	1 Hr.	" "
" ".....	"..... 31	"..... 1 & 21	.....	Indefinitely	" "
" ".....	"..... 831	"..... 1 & 21	.....	"	" "
" ".....	"..... 831	"..... 2 & 22	3:00 a. m.	30 Min.	For revenue passengers.
" ".....	"..... 17	"..... 37	.....	Indefinitely	For connection.
" ".....	"..... 219	"..... 7	12:20 p. m.	1 Hr.	" "
" ".....	"..... 220	"..... 8	4:45 p. m.	1 Hr.	" "
" ".....	"..... 8	"..... 220	4:35 p. m.	1 Hr.	For Hot Springs-Chicago sleeper.
" ".....	"..... 7	"..... 219	12:25 p. m.	1 Hr.	For connection.
" ".....	"..... 32	Ark. 832 & L.R. 132	12:50 a. m.	1 Hr.	" "
" ".....	Cent..... 126	Ark..... 4	8:20 a. m.	10 Min.	For revenue passengers.
" ".....	La. & L. R..... 131	"..... 201	2:30 a. m.	1 Hr.	For connection.
" ".....	"..... 131	"..... 1 & 21	2:30 a. m.	1 Hr.	For revenue passengers destined McGehee and beyond.
" ".....	Ark..... 25	"..... 832	9:45 p. m.	10 Min.	For revenue passengers.
Gurdon.....	Ark..... 821	"..... 31	6:15 a. m.	1 Hr.	For connection.
" ".....	"..... 32	"..... 822	10:05 p. m.	45 Min.	" "
" ".....	"..... 881	"..... 4	7:15 a. m.	15 Min.	For revenue passengers.
Hope.....	"..... 32	L. & A..... 4	8:40 p. m.	15 Min.	For revenue passengers.
" ".....	L. & A..... 3	Ark..... 31	5:30 a. m.	1 Hr.	For St. Louis-Shreveport sleeper. If Train 31 is later than 5:30 a. m. Sleeper and Coach passengers will be handled through to Texarkana for movement on KCS Train 15.
Texarkana.....	Ark... 2, 4, 22 & 26	T. & P. 2,4,22,226	.....	Indefinitely	For connection.
" ".....	"..... 26	K. C. S..... 2	12:40 a. m.	15 Min.	For revenue passengers.
" ".....	"..... 32	"..... 16	8:15 p. m.	30 Min.	For Shreveport-St. Louis sleeper.
" ".....	"..... 8	T. & P..... 8 & 238	12:50 p. m.	30 Min.	For connection.
" ".....	T. & P. 1,221 & 225	Ark..... 1,21 & 25	.....	Indefinitely	" "
" ".....	"..... 7 & 237	"..... 7	.....	"	" "
" ".....	"..... 3	"..... 17	.....	"	" "

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.
 - D—Diesel Fuel Oil.
 - e—East.
 - 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				
Hoxie Subdiv.:						
Grand Glaize.....	273.63	.....	f 94	.....	.....	.....
Garner.....	305.48	.....	f 94	.....	.....	.....
Ward.....	317.60	.....	f 94	.....	.....	.....
Doniphan Subdiv.:						
Sheehan.....	189.63	.....	f 894	f 895	f 896	f 897
Pulaski.....	195.58	.....	f 894	f 895	f 896	f 897
Owenmont.....	197.64	.....	f 894	f 895	f 896	f 897
Little Rock Subdiv.:						
Perla.....	386.73	.....	s 31	.....	.....	.....
Norman Subdiv.:						
Summit.....	433.14	.....	f 880	f 881	.....	.....
Nutts.....	460.02	.....	f 880	f 881	.....	.....
Nashville Subdiv.:						
Conway's Crossing.....	468.95	.....	f 884	f 885	.....	.....
Clow.....	477.00	.....	f 884	f 885	.....	.....
Compton.....	480.10	.....	f 884	f 885	.....	.....
Benton Subdiv.:						
Koons.....	394.97	.....	f 886	f 887	.....	.....
Vicks.....	398.69	.....	f 886	f 887	.....	.....
Gurdon Subdiv.:						
Sayre.....	438.74	.....	f 821	f 822	.....	.....
Elliott.....	469.09	.....	f 821	f 822	.....	.....
Hot Springs Subdiv.:						
Martin Spur.....	392.92	.....	f 893	f 892	.....	.....

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

**TIMETABLE
No. 30**

November 20, 1955

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis	STATIONS	TRAINS SOUTHWARD									
			37 Mail-Express Daily	7 Passenger Daily		219 Passenger Daily	221 Passenger Daily	25 Passenger Daily	21 Passenger Daily	1 Passenger Daily	201 Passenger Daily	
0		ST. LOUIS	10 20PM	12 45AM				2 00PM	5 32PM	5 45PM		
X166	165.52	(CS POPLAR BLUFF DTWY) 7.60	2 40AM	6 05AM				6 05PM	9 20PM	9 30PM		
	173.13	P. PHD JCT. 0.01										
X173	173.14	P. HARVIELL. 7.34										
X180	180.48	TP. NEELYVILLE, MO. Y* 5.76		a 6 22				a 6 20				
X186	186.24	P. MOARK, ARK. 6.01										
X192	192.25	TP. CORNING. 6.30		s 6 34				a 6 30				
X199	198.55	CS. KNOBEL. Y* 4.35		s 6 42				a 6 40				
X203	202.90	P. PEACH ORCHARD. 4.79		a 6 47								
X208	207.69	P. DELAPLAINE. 6.74		a 6 52								
X214	214.43	P. O'KEAN. 5.88		a 6 59								
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.Crs. 2.24	s 3 50	s 7 30				s 7 10		a 10 20		
	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		f 7 59								
	258.11	P. DOD JCT. 1.30										
X259	259.41	P. DIAZ. Y* 2.32						1 20PM				
X262	261.73	CS. NEWPORT. DTWY * 2.21	s 4 45	s 8 30				s 1 25PM	s 7 45	s 10 40		
	263.94	P. CC JCT. 0.25										
	264.19	. DRAW BRIDGE. { White River 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. Y* 4.20	s 5 25	s 9 05			10 00AM	s 8 12	11 10	11 16	10 35PM	
X293	292.61	TP. JUDSONIA. 3.84										
X296	296.45	P. KENSETT. 3.29	s 5 40	s 9 20			f 10 10	s 8 22				
	299.74	. C.R.I.&P. CROSSING. 0.03										
X300	299.77	P. HIGGINSON. 8.48	5 45	9 25			10 14	8 27	11 21	11 27	10 48	
X308	308.25	P. McRAE. 4.43										
X313	312.73	LS. BEEBE. 7.74	s 6 05	s 9 40			10 28	8 39	11 32PM	11 38PM	11 01	
X320	320.47	P. AUSTIN. 2.59										
X323	323.06	LS. CABOT. 3.65		a 9 55								
	326.71	P. HOLLAND. 4.03										
	330.74	P. JX CROSSOVER. 1.40										
X332	332.14	TP. JACKSONVILLE. 11.01	f 6 30									
	343.15	P. St.L.S.W. Connection. 0.52										
X344	343.67	CS. No. Little Rock. @DTWY §	6 45AM	10 20AM			10 58AM	9 08PM	12 01AM	12 07AM	11 32PM	
	178.14		Daily	Daily			Daily	Daily	Daily	Daily	Daily	

Two Main Tracks

Two Main Tracks

Two Main Tracks

White River

Two Main Tracks

Two Main Tracks

Two Main Tracks

Note 1

A B S

Note 2

Note 1

Note 1.—Between Poplar Bluff and Bald Knob, 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, Signal Indication, with Current of Traffic.

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

Siding Capacity in Cars	Miles from Texarkana	TIMETABLE No. 30 November 20, 1955	TRAINS NORTHWARD							
			FIRST CLASS							
			2 Passenger	22 Passenger	202 Passenger	232 Passenger	4 Passenger	8 Passenger	220 Passenger	32 Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	490.27	ST. LOUIS	8 12AM	8 25AM			5 38PM	11 00PM		7 53AM
Yd.	324.74	CS POPLAR BLUFF DTWY§	s 4 10AM	s 4 40AM			s 12 50PM	s 6 35PM		s 3 25AM
	317.14	P. PHD JCT								
	87 317.13	P. HARVIELL								
	125 309.79	TP. NEELYVILLE, MO. Y*					s 12 25			
	125 304.03	P. MOARK, ARK.								
	145 298.02	TP. CORNING					s 12 05PM	a 6 05		a 2 40
	131 291.72	CS. KNOBEL Y*					s 11 55AM			
	125 287.37	P. PEACH ORCHARD					a 11 45			
e 125 w 125	282.58	P. DELAPLAINE					a 11 38			
	125 275.84	P. O'KEAN					a 11 30			
	125 269.96	P. MURTA								
	266.64	P. AA JCT								
	265.37	TP. WALNUT RIDGE *								
	187 263.93	CS. HOXIE S.L.-S.F. Crsg.					s 11 15	a 5 35		s 2 05
	261.69	P. BXB JCT								
	125 257.83	P. MINTURN								
	125 251.33	TP. ALICIA								
e 125 w 120	245.96	TP. SWIFTON								
	125 238.39	TP. TUCKERMAN					a 10 35			
	232.16	P. DOD JCT								
	230.86	P. DIAZ Y*					5 33AM			
Yd.	228.54	CS. NEWPORT DTWY§*					5 30AM	s 10 20	s 5 00	s 1 30
	226.33	P. CC JCT								
	226.08	. DRAW BRIDGE { White River								
	223.49	P. DD JCT								
	220.45	P. OLYPHANT *								
	216.05	P. FF JCT								
	222 212.14	TP. BRADFORD *					f 9 46			
	125 206.92	P. RUSSELL *								
	203.57	P. GG JCT								
e 118 w 91	201.86	CS. BALD KNOB Y *	2 22	2 52	s 4 35AM		s 9 35	4 28	s 4 50PM	s 12 47
	197.66	TP. JUDSONIA *					s 9 25			
	193.82	P. KENSETT *			s 4 20		s 9 18		f 4 35	
	190.53	. C.R.I. & P. CROSSING								
	125 190.50	P. HIGGINSON *	2 12	2 42	4 15		9 13	4 18	4 30	12 33
	182.02	P. McRAE *								
	91 177.54	LS. BEEBE *	2 01	2 31	4 03		s 8 59	4 07	4 18	12 22
	169.80	P. AUSTIN *								
	167.21	LS. CABOT *								
	82 163.56	P. HOLLAND	1 50	2 20	3 50		8 42	3 55	4 05	12 10AM
	159.53	P. JX CROSSOVER								
	158.13	TP. JACKSONVILLE *								
	147.12	P. St.L.S.W. Connection								
Yd.	146.60	CS. No. Little Rock... @DTWY§	1 34AM	2 04AM	3 34AM		8 24AM	3 39PM	3 49PM	11 54PM
	178.14		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Note 1.—Between Poplar Bluff and Bald Knob, 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, Signal Indication, with Current of Traffic.

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

TIMETABLE

No. 30

November 20, 1955

TRAINS SOUTHWARD

SECOND CLASS

Miles from St. Louis	STATIONS	TRAINS SOUTHWARD								
		69 Red Ball Freight Daily	267 Red Ball Freight Daily	67 Red Ball Freight Daily	91 Local Freight Tues. Thurs. Sat.	265 Red Ball Freight Daily	65 Red Ball Freight Daily	93 Local Freight Daily Ex. Sunday	269 Red Ball Freight Daily	363 Red Ball Freight Daily
0	ST. LOUIS									6 20PM
166 165.53	CS. POPLAR BLUFF. DTWY\$ 7.60	12 01AM		2 20AM	6 20AM		8 10AM			11 50PM
173 173.13	P. . . . PHD JCT. . . . * 0.01									
173 173.14	P. . . . HARVIELL * 7.34				f 6 30					
180 180.48	TP. NEELYVILLE, MO. . . . Y* 5.76				s 9 00					
186 186.24	P. . . . MOARK, ARK. . . . * 6.01				f 9 10					
192 192.25	TP. . . . CORNING * 6.30				s 9 40					
199 198.55	CS. . . . KNOBEL Y* 4.35				s 10 10					12 55AM
203 202.90	P. PEACH ORCHARD * 4.79				f 10 20					
208 207.69	P. . . . DELAPLAINE * 6.74				f 10 30					
214 214.43	P. . . . O'KEAN * 5.88				f 10 45					
220 220.31	P. . . . MURTA * 3.32				f 10 55					
223 223.63	P. . . . AA JCT. . . . * 1.27									
225 224.90	TP. WALNUT RIDGE * 1.44				s 11 30AM					
226 226.34	CS. HOXIE S.L.-S.F.Crag. . . . * 2.24				s 12 30PM					
228 228.58	P. . . . BXB JCT. . . . * 3.86									
232 232.44	P. . . . MINTURN * 6.50				f 12 40					
239 238.94	TP. . . . ALICIA * 5.37				s 12 50					
244 244.31	TP. . . . SWIFTON * 7.57				s 1 05					
252 251.88	TP. . . . TUCKERMAN * 6.23				s 1 25					
258 258.11	P. . . . DOD JCT. . . . * 1.30									
259 259.41	P. . . . DIAZ Y* 2.32				f 1 40				10 28PM	
262 261.73	CS. NEWPORT. DTWY\$ 2.21	3 30			2 00PM		6 00PM		11 30PM 12 30AM	
263 263.94	P. . . . CC JCT. . . . * 0.25									
264 264.19	... DRAW BRIDGE * 2.59									
266 266.78	P. . . . DD JCT. . . . * 3.04									
270 269.82	P. . . . OLYPHANT * 4.40									
274 274.22	P. . . . FF JCT. . . . * 3.91									
278 278.13	TP. . . . BRADFORD * 5.22									
283 283.35	P. . . . RUSSELL * 3.35									
286 286.70	P. . . . GG JCT. . . . * 1.71									
288 288.41	CS. BALD KNOB. . . . Y* 4.20		2 00AM			7 15AM	7 00		1 30AM	
293 292.61	TP. . . . JUDSONIA * 3.84									
296 296.45	P. . . . KENSETT * 3.29									
299 299.74	.C. R. I. & P. CROSSING. 0.03									
300 299.77	P. . . . HIGGINSON * 8.48									
308 308.25	P. . . . MCRAE * 4.48									
313 312.73	LS. . . . BEEBE * 7.74									
320 320.47	P. . . . AUSTIN * 2.59									
323 323.06	LS. . . . CABOT * 3.65									
327 326.71	P. . . . HOLLAND * 4.03									
330 330.74	P. . . . JX CROSSOVER. . . . * 1.40									
332 332.14	TP. JACKSONVILLE * 11.01									
343 343.15	P. St. L. S. W. Connection. 0.52									
344 343.67	CS. No. Little Rock. @DTWY\$ 178.14	6 00AM	4 30AM	7 00AM		10 00AM	1 00PM	10 00PM		
		Daily	Daily	Daily	Tues. Thurs. Sat.	Daily	Daily	Daily Ex. Sunday	Daily	Daily

Note 1

A B S

Note 2

Note 1

Note 1.—Between Poplar Bluff and Bald Knob, 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, Signal Indication, with Current of Traffic.

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

TIMETABLE

No. 30

November 20, 1955

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	69	267	67	91	265	65	93	269	363
			Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily	Tues. Thurs. Sat.	Daily	Daily	Daily Ex. Sunday	Daily	Daily
0		ST. LOUIS									6 20PM
X166	165.53	CS. POPLAR BLUFF. DTWY§	12 01AM		2 20AM	6 20AM		8 10AM			11 50PM
	173.13	P. . . . PHD JCT									
X173	173.14	P. . . . HARVIELL				f 6 30					
X180	180.48	TP. . . NEELYVILLE, MO. . . Y*				s 9 00					
X186	186.24	P. . . . MOARK, ARK. . . . *				f 9 10					
X192	192.25	TP. . . . CORNING				s 9 40					
X199	198.55	CS. . . . KNOBEL Y*				s 10 10					12 55AM
X203	202.90	P. . . . PEACH ORCHARD . . . *				f 10 20					
X208	207.69	P. . . . DELAPLAINE . . . *				f 10 30					
X214	214.43	P. . . . O'KEAN *				f 10 45					
X220	220.31	P. . . . MURTA *				f 10 55					
	223.63	P. . . . AA JCT									
X225	224.90	TP. . . WALNUT RIDGE . . . *				s 11 30AM					
X226	226.34	CS. . . HOXIE S.L.-S.F.Crag. . .				s 12 30PM					
	228.58	P. . . . BXB JCT *									
X232	232.44	P. . . . MINTURN *				f 12 40					
X239	238.94	TP. . . . ALICIA *				s 12 50					
X244	244.31	TP. . . . SWIFTON *				s 1 05					
X252	251.88	TP. . . . TUCKERMAN . . . *				s 1 25					
	258.11	P. . . . DOD JCT *									
X259	259.41	P. . . . DIAZ Y*				f 1 40				10 28PM	
X262	261.73	CS. . . NEWPORT . . DTWY§*	3 30			2 00PM			6 00PM	11 30PM 12 30AM	
	263.94	P. . . . CC JCT *									
	264.19	. . . . DRAW BRIDGE . . (White River)									
	266.78	P. . . . DD JCT *									
X270	269.82	P. . . . OLYPHANT . . . *									
	274.22	P. . . . FF JCT *									
X278	278.13	TP. . . BRADFORD . . . *									
X283	283.35	P. . . . RUSSELL *									
	286.70	P. . . . GG JCT *									
X288	288.41	CS. . . BALD KNOB . . . Y*		2 00AM			7 15AM		7 00	1 30AM	
X293	292.61	TP. . . JUDSONIA *									
X296	296.45	P. . . . KENSETT *									
	299.74	. . . . C. R. I. & P. CROSSING.									
X300	299.77	P. . . . HIGGINSON . . . *									
X308	308.25	P. . . . McRAE *									
X313	312.73	LS. . . . BEEBE *									
X320	320.47	P. . . . AUSTIN *									
X323	323.06	LS. . . . CABOT *									
X327	326.71	P. . . . HOLLAND *									
	330.74	P. . . . JX CROSSOVER . . .									
X332	332.14	TP. . . JACKSONVILLE . . *									
	343.15	P. . . St. L. S. W. Connection.									
X344	343.67	CS. . . No. Little Rock. . @DTWY§	6 00AM	4 30AM	7 00AM		10 00AM	1 00PM	10 00PM		
	178.14		Daily	Daily	Daily	Tues. Thurs. Sat.	Daily	Daily	Daily Ex. Sunday	Daily	Daily

Note 1

A.B.S

Note 2

Note 1

Note 1.—Between Poplar Bluff and Bald Knob, 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, Signal Indication, with Current of Traffic.

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

TIMETABLE No. 30

November 20, 1955

TRAINS NORTHWARD

SECOND CLASS

Siding Capacity in Cars	Miles from Texarkana	STATIONS	266	60	260	368	94	76	92	72	272
			Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Mon. Wed. Fri.	Daily	Daily
	490.27	ST. LOUIS				6 30PM					
Yd.	324.74	(CS POPLAR BLUFF DTWY) } 7 60		5 00AM		5 45AM		1 00PM	3 20PM	5 50PM	
	317.14	P. PHD JCT. } 0 01									
87	317.13	P. HARVIELL * 7 34							f 3 10		
125	309.79	TP. NEELYVILLE, MO. Y* 5 76							s 2 55PM		
125	304.03	P. MOARK, ARK. * 6 01							f 11 10AM		
145	298.02	TP. CORNING. * 6 30							s 10 59		
131	291.72	CS. KNOBEL. Y* 4 35				4 10AM			s 10 20		
125	287.37	P. PEACH ORCHARD. * 4 79							f 10 05		
125	282.58	P. DELAPLAINE. * 6 74							s 9 55		
125	275.84	P. O'KEAN * 5 83							s 9 40		
125	269.96	P. MURTA * 3 32							f 9 25		
	266.64	P. AA JCT. } 1 27									
	265.37	TP. WALNUT RIDGE * 1 44							s 9 15		
187	263.93	CS. HOXIE S.L.S.F.Csg. } 2 24							s 8 25		
	261.69	P. BXB JCT. } 3 86									
125	257.83	P. MINTURN. * 6 50							f 8 08		
125	251.33	TP. ALICIA. * 5 37							s 7 55		
125	245.96	TP. SWIFTON. * 7 57							s 7 40		
125	238.39	TP. TUCKERMAN. * 6 23							s 7 25		
	232.16	P. DOD JCT. } 1 30									
	230.86	P. DIAZ. Y* 2 32			3 50AM				f 7 10		
Yd.	228.54	CS. NEWPORT, DTWY* 2 21			3 45 2 50		2 00PM	9 30AM	7 00AM		
	226.33	P. CC JCT. } 0 25									
	226.08	. DRAW BRIDGE. { White 2 59									
	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					f 12 25				
125	206.92	P. RUSSELL. * 3 35					f 12 10				
	203.57	P. GG JCT. } 1 71									
118	201.86	CS. BALD KNOB. Y* 4 20	2 00AM		1 50AM		s 12 01PM				2 30PM
	197.66	TP. JUDSONIA. * 3 84					s 9 30AM				
	193.82	P. KENSETT. * 3 29					s 9 15				
	190.53	. C. R. I. & P. CROSSING. 0 03									
125	190.50	P. HIGGINSON. * 8 48					f 8 55				
	182.02	P. McRAE. * 4 48					f 8 45				
	177.54	LS. BEEBE. * 7 74					s 8 30				
	169.80	P. AUSTIN. * 2 59									
	167.21	LS. CABOT. * 3 65					s 7 30				
82	163.56	P. HOLLAND. * 4 03									
	159.53	P. JX CROSSOVER. * 1 40									
	158.13	TP. JACKSONVILLE. * 11 01					f 7 15				
	147.12	P. St.L.S.W. Connection. 0 52									
Yd.	146.60	CS. No. Little Rock...@DTWY } 178.14	12 15AM	12 30AM			6 30AM	7 00AM		11 35AM	1 00PM
			Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Mon. Wed. Fri.	Daily	Daily

Note 1.—Between Poplar Bluff and Bald Knob, 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, Signal Indication, with Current of Traffic.

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

TIMETABLE

No. 30

November 20, 1955

TRAINS SOUTHWARD

FIRST CLASS

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS											
			21 Passenger	1 Passenger	31 Passenger	831 Passenger	37 Mail-Express	17 Passenger	7 Passenger	219 Passenger	25 Passenger	201 Passenger		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
X344	343.67	CS... No. Little Rock . @DTWY\$	12 01AM	12 07AM			6 45AM		10 20AM	10 58AM	9 08PM	11 32PM		
		1.70 Arkansas River												
	345.37	DRAW BRIDGE . {												
		0.31												
X346	345.68	P. LITTLE ROCK . DWY	s { 12 15 12 30	s { 12 20 12 35	12 55AM	2 30AM	s 7 00AM	7 45AM	s { 10 30 11 25AM	s { 11 05 11 20	s { 9 15 9 35	s 11 45PM		
		0.38												
X351	351.73	CS. HH Tower-C.R.I.&P.Crg..												
		5.67												
X355	355.01	P. ENSIGN												
		3.28												
X359	358.91	P. MABELVALE *				s 2 41								
		3.90												
X363	362.17	P. ALEXANDER				s 2 48								
		3.26												
X364	364.18	P. BRYANT				s 2 53								
		2.01												
	368.33	LS. BAUXITE JCT.												
		4.15												
X369	368.73	P. BN JCT.												
		0.40												
	370.25	LS. BENTON. . . . WY\$				s 3 05		s 8 15		s 11 44				
		1.52												
X371	371.45	P. MM JCT.												
		1.20												
X373	373.34	P. QQ JCT. Y				3 09AM				11 48AM				
		1.80												
X373	373.69	P. HASKELL												
		0.35												
X377	377.32	P. C.R.I.&P. CROSSING .												
		3.63												
X385	384.66	P. TRASKWOOD *			s 1 35									
		7.34												
X389	388.76	P. GIFFORD												
		4.10												
	389.65	CS. MALVERN. . . . WY\$*			s 1 50			s 8 40	s 12 10PM		a 10 25			
		0.80												
	390.13	P. C.R.I. & P. CROSSING .												
		0.48												
X395	395.26	P. M. & F. V. JCT. . . .												
		5.13												
X400	399.63	P. ETTA												
		4.37												
X406	405.66	TP. DONALDSON *												
		6.03												
X411	411.02	P. WITHERSPOON *												
		5.36												
X415	415.58	TP. ARKADELPHIA *			s 2 15		s 9 10	f 12 35			a 10 50			
		4.56												
X420	420.15	TP. GUM SPRINGS												
		4.57												
	422.34	P. CURTIS												
		2.19												
X426	426.30	P. RR JCT.												
		3.96												
	429.30	CS. GURDON. . . . WY\$*			s 2 40		s 9 40	s 12 55			s 11 15			
		3.00												
X430	430.11	P. BCD JCT.												
		0.81												
X438	437.62	P. BEIRNE			s 2 45									
		7.51												
X442	442.42	P. BOUGHTON												
		4.80												
X450	449.63	TP. PRESCOTT *			s 3 00		s 10 05	s 1 15						
		7.21												
X458	457.79	P. EMMET			s 3 10									
		8.16												
	457.92	CS. HOPE WY\$*			s 3 35		s 10 30	s 1 40			s 11 59PM			
		0.13												
X463	463.06	P. S.L.-S.F. CROSSING .												
		5.14												
X471	471.30	P. GUERNSEY												
		8.24												
X478	477.77	P. FULTON												
		6.47												
	480.41	P. HOMAN												
		2.64												
X491	490.27	P. CLEAR LAKE JCT. . . .												
		9.86												
	146.60	CS. TEXARKANA. @DTWY\$	s 3 10AM	s 3 15AM	s 4 30AM			s 11 25AM	s 2 30PM		s 12 55AM			
			Daily	Daily	Daily	Daily	Daily	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. 30

November 20, 1955

TRAINS NORTHWARD

FIRST CLASS

Siding Capacity in Cars	Miles from Texarkana	STATIONS	26	202	4	8	220	32	832	2	22
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Yd.	146.60	CS. . . . No. Little Rock. . . @DTWY\$		3 34AM	8 24AM	3 39PM	3 49PM	11 54PM		1 34AM	2 04AM
	144.90	1.70 { Arkansas DRAW BRIDGE. { River									
		0.31									
Yd.	144.59	P. . . LITTLE ROCK. . . DWY	s 3 10AM	3 30AM	s { 8 20 7 50	s { 3 35 3 20	s { 3 45 3 15	s { 11 50 11 05	s 9 25PM	s { 1 30 1 10AM	s { 2 00 1 45AM
	144.21	0.38									
	138.54	CS. . . HH Tower-C.R.I.&P.Crsq..									
	135.26	5.67 P. . . . ENSIGN. . . .									
	131.36	3.28 P. . . . MABELVALE. . . . *							f 9 05		
	128.10	3.90 P. . . . ALEXANDER. . . .							f 9 00		
	109 126.09	3.26 P. . . . BRYANT. . . . *									
	121.94	2.01 LS. . . BAUXITE JCT. . . .									
	121.54	4.15 P. . . . BN JCT. . . .									
	120.02	0.40 LS. . . BENTON. . . . WY\$			a 7 05		s 2 45		s 8 50		
	118.82	1.52 P. . . . MM JCT. . . .									
		1.20 P. . . . QQ JCT. . . . Y					2 40PM		8 45PM		
	238 116.93	1.80 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\$*	a 2 15		s 6 40	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. . .									
	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 TP. . ARKADELPHIA. . . *	a 1 51		s 6 11	s 1 52		s 9 40			
	74.60	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. . . . WY\$*	s 1 35		s 5 55	s 1 35		s 9 20			
	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. . . . *	a 1 15		s 5 25	a 1 15		s 8 43			
	125 40.64	7.21 P. . . EMMET. . . . *									
w125 e125	32.48	8.16 CS. . . HOPE. . . . WY\$*	s 1 00		s 5 10	s 1 00		s 8 25			
	32.35	0.13 P. . . S.L.-S.F.CROSSING. . .									
	125 27.21	5.14 P. . . GUERNSEY. . . .									
	137 18.97	8.24 P. . . FULTON. . . . *									
	180 12.50	6.47 P. . . HOMAN. . . . *									
	9.86	2.64 P. . . CLEAR LAKE JCT. . .									
Yd.		9.86 CS. . . TEXARKANA. . . @DTWY\$	12 25AM		4 30AM	12 20PM		7 45PM		10 40PM	11 15PM
	146.60		Daily	Daily	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. 30

November 20, 1955

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. @DTWY\$ 1.70 (Arkansas River)	4 00AM	5 00AM		8 45AM	11 30AM		3 30PM	10 35PM	11 00PM
	345.37	.DRAW BRIDGE. } 0.31									
X346	345.68	P... LITTLE ROCK DWY 0.38									
	346.06	CS. HHTower-C.R.I.&P.Crsq.. 5.67									
X351	351.73	P... ENSIGN 3.28									
X355	355.01	P... MABELVALE... * 3.90									
X350	358.91	P... ALEXANDER... * 3.26									
X363	362.17	P... BRYANT... * 2.01		5 40							
X364	364.18	LS... BAUXITE JCT... 4.15									
	368.33	P... BN JCT... 0.40									
X369	368.73	LS... BENTON... WY\$ 1.52	4 45AM	6 00							
	370.25	P... MM JCT... 1.20									
X371	371.45	P... QQ JCT... * 1.89		8 50							
X373	373.34	P... HASKELL... 0.35									
	373.69	P... C. R. I. & P. CROSSING... 3.63									
X377	377.32	P... TRASKWOOD... * 7.34									
X385	384.66	P... GIFFORD... 4.10									
X380	388.76	CS... MALVERN... WY\$* 0.89		10 00							
	389.65	P... O. R. I. & P. CROSSING... 0.48									
	390.13	P... M. & F. V. JCT... 5.13									
X395	395.26	P... ETTA... 4.37									
X400	399.63	TP... DONALDSON... * 6.03		10 40							
X406	405.66	P... WITHERSPOON... * 5.36									
X411	411.02	TP... ARKADELPHIA... * 4.56		11 59AM							
X415	415.58	TP... GUMSPRINGS... 4.57		12 30PM							
X420	420.15	P... CURTIS... * 2.19									
	422.34	P... RR JCT... 3.96									
X426	426.30	CS... GURDON... WY\$* 2.00		1 30PM				3 25PM		2 30AM	
	429.30	P... BCD JCT... 0.81									
X430	430.11	P... BEIRNE... 7.51						3 45			
X438	437.62	P... BOUGHTON... * 4.80						4 00			
X442	442.42	TP... PRESCOTT... * 7.21						4 25			
X450	449.63	P... EMMET... * 8.16						4 40			
X458	457.79	CS... HOPE... WY\$* 0.19					5 30PM	4 50PM			
	457.92	P... S.L.-S.F. CROSSING... 5.14									
X463	463.06	P... GUERNSEY... 8.24									
X471	471.30	P... FULTON... * 6.47									
X478	477.77	P... HOMAN... * 2.64									
	480.41	P... CLEAR LAKE JCT... 9.86									
X491	490.27	CS... TEXARKANA... @DTWY\$				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

Signal Indication, both Opposing and Following Movements

Two Main Tracks

Two Main Tracks

Two Main Tracks

LITTLE ROCK SUBDIV. TEXARKANA TO NORTH LITTLE ROCK

TIMETABLE
No. 30

November 20, 1955

TRAINS NORTHWARD

SECOND CLASS

Siding Capacity in Cars	Miles from Texarkana	STATIONS	72	96	272	886	60	884	174
			Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight
			Daily	Daily Ex. Sunday	Daily Ex. Monday	Tues., Thurs., Sat.	Daily	Daily Ex. Sunday	Daily
Yd.	146.60	CS. . . . No. Little Rock.. @DTWY\$ 1. 70 (Arkansas River)	10 35AM	12 30PM	10 30AM	9 00AM	11 00PM		4 30AM
....	144.90	..DRAW BRIDGE							
Yd.	144.59	P . . . LITTLE ROCK . DWY							
....	144.21	CS. . . HH Tower-C.R.I.&P. Cross.. 5. 67							
....	138.54	P . . . ENSIGN							
....	135.26	P . . . MABELVALE							
....	131.36	P . . . ALEXANDER							
....	128.10	P . . . BRYANT							
109	126.09	LS. . . BAUKITE JCT. 4. 15		11 30AM		8 00			
....	121.94	P . . . BN JCT							
....	121.54	LS. . . BENTON . . . WY\$ 1. 52		11 00		7 30AM			
....	120.02	P . . . MM JCT							
....	118.82	P . . . QQ JCT							
238	116.93	P . . . HASKELL							
....	116.58	P . . . C. R. I. & P. CROSSING 3. 63							
130	112.96	P . . . TRASKWOOD		10 10					
125	105.61	P . . . GIFFORD		9 50					
124	101.51	OS. . . MALVERN . . . WY\$* 8. 30		9 30					
....	100.62	P . . . C. R. I. & P. CROSSING 0. 48							
....	100.14	P . . . M. & F. V. JCT							
125	95.01	P . . . ETIA		8 15					
125	90.64	TP. . . DONALDSON		8 00					
125	84.61	P . . . WITHERSPOON		7 45					
125	79.28	TP. . . ARKADELPHIA		7 30					
....	74.69	TP. GUM SPRINGS							
125	70.12	P . . . CURTIS		6 10					
....	67.93	P . . . RR JCT							
Yd.	63.97	CS. . . GURDON . . . WY\$* 3. 00		6 00AM	6 30AM			10 45PM	1 30
....	60.97	P . . . BOD JCT							
....	60.16	P . . . BEIRNE						10 35	
175	52.68	P . . . BOUGHTON						10 20	
187	47.85	TP. . . PRESCOTT						10 10	
125	40.64	P . . . EMMET						9 35	
125	32.48	CS. . . HOPE . . . WY\$* 0. 13						9 15PM	12 01AM
....	32.36	P . . . S. L. - S. F. CROSSING 5. 14							
125	27.21	P . . . GUERNSEY							
137	18.97	P . . . FULTON							
180	12.50	P . . . HOMAN							
....	9.86	P . . . CLEAR LAKE JCT. 9. 86							
Yd.	.....	CS. . . TEXARKANA . . @DTWY\$	5 30AM				7 00PM		10 30PM
			Daily	Daily Ex. Sunday	Daily Ex. Monday	Tues., Thurs., Sat.	Daily	Daily Ex. Sunday	Daily

GURDON SUBDIV.—GURDON TO EL DORADO

Station Numbers	Miles from St. Louis	TIMETABLE No. 30 November 20, 1955		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					
X426	426.30	CS.....	GURDON..... WY§	5 15AM									
			1.00										
E 1	427.30	P.....	GURDON YARD.....	5 17				3 30AM	7 30AM	7 00PM			
			3.85										
	431.15	P.....	BA SIDING.....	5 24	272			3 45	7 45	7 10			
			1.71										
E 6	432.86	P.....	WHELEN SPRINGS.....	f 5 27				3 50	7 55	7 15			
			4.80										
E 11	437.66	LS.....	READER.....	f 5 35				4 05	8 10	7 30			
			7.13										
E 18	444.79	LS.....	CHIDESTER.....	s 5 47				4 20	8 30	8 05	822		
			7.68										
E 26	452.47	P.....	LESTER.....	f 5 59				4 36	9 10	8 25	890		
			7.41										
E 33	459.88	LS.....	CAMDEN.....	s 6 20				5 00	9 40	8 45			
			0.98										
	460.86		St. L. S. W. CROSSING.....										
			0.44										
	461.30	P.....	CB SIDING.....	6 23				5 05	9 50	8 55			
			1.86										
E37	463.16	P.....	CULLENDALE.....	6 25				5 10	10 10	9 00			
			10.65										
	473.81	P.....	AN SIDING.....	6 41				5 35	10 40	9 20			
			0.69										
E 48	474.50	P.....	LOUANN.....	f 6 43					10 45				
			1.90										
E 50	476.40	P.....	GRIFFIN.....	f 6 47				5 42	10 50	9 26			
			1.89										
	478.29	P.....	DH SIDING.....	6 50				5 53	11 00AM	9 31			
			0.60										
E 52	478.89	LS.....	SMACKOVER.....	s 6 55				6 00	12 01PM	9 40			
			1.71										
E 54	480.60	P.....	KENOVA.....	6 58	890			6 10	12 15	9 50			
			3.95										
E 58	484.55	LS.....	NORPHLET.....	s 7 05				6 22	12 30	10 05			
			2.95										
	487.50	P.....	RG SIDING.....	7 11				6 30	12 50	10 20			
			0.94										
E 62	488.44	P.....	OOW JCT.....										
			3.81										
E 66	492.25	CS.....	EL DORADO..... WY§	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										
TRAINS SOUTHWARD SECOND CLASS		Miles from St. Louis	TIMETABLE No. 30 November 20, 1955		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS		Station Numbers	Siding Capacity in Cars
881 Local Freight	Daily Ex. Sunday		STATIONS				880 Local Freight	Daily Ex. Sunday		
7 00AM			426.30	CS.....			GURDON..... WY§	X 426			Yd.	4 05PM
				10.36						
f 7 35		436.66		BURSELL.....	XL 10		f 3 25			
				4.41						
f 7 51		441.07		OKOLONA.....	XL 15	15	f 3 10			
				5.51						
s 8 10		446.58		PK JCT.....	XL 20	25	s 2 50			
				7.42						
f 8 35		454.00		GRAYSONIA.....	XL 28		f 1 20			
				2.04						
f 8 45		456.04		SHAWMUT.....	XL 30		f 1 05			
				2.49						
f 8 55		458.53		TWIN BRIDGES.....	XL 32		f 12 50			
				6.79						
s 9 20		465.32	LS.....	AMITY.....	XL 39	31	s 12 25			
				4.48						
s 9 40		469.80		ROSBORO.....	XL 43	17	s 12 05PM			
				3.78						
s 9 55		473.58	LS.....	GLENWOOD.....	XL 47	32	s 11 45AM			
				7.19						
f 10 20		480.77		CADDO GAP.....	XL 54	27	f 11 20			
				5.17						
10 40AM		485.94	LS.....	NORMAN..... Y	XL 60	Yd.	11 00AM			
Daily Ex. Sunday				59.64			Daily Ex. Sunday			

DELIGHT SUBDIV.—BETWEEN PK JCT. AND DELIGHT										
TRAINS SOUTHWARD SECOND CLASS		Miles from St. Louis	TIMETABLE No. 30 November 20, 1955		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS		Station Numbers	Siding Capacity in Cars
883 Local Freight	Daily Ex. Sunday		STATIONS				882 Local Freight	Daily Ex. Sunday		
8 15AM			446.58				PK JCT.....	XL20			25	9 25AM
				0.61						
f 8 20		447.19		ANTOINE.....	EF 1		f 9 20			
				4.91						
8 40AM		452.10	LS.....	DELIGHT.....	EF 6	Yd.	9 00AM			
Daily Ex. Sunday				5.52			Daily Ex. Sunday			

GURDON SUBDIV.—EL DORADO TO GURDON

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 30 November 20, 1955		TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS			
				822 Passenger			272 Red Ball Freight	890 Local Freight	274 Red Ball Freight	
STATIONS				Daily			Daily Ex. Monday	Daily Ex. Sunday	Daily	
Yd.	426.30	CS	GURDON	WY	8 45PM					
			1.00							
Yd.	427.30	P	GURDON YARD					5 45AM	11 45AM	2 30AM
			3.85							
70	431.15	P	BA SIDING		8 30			5 24 ⁸²¹	10 45	2 10
			1.71							
	432.86	P	WHELEN SPRINGS	f	8 26			5 05	10 15	2 05
			4.80							
70	437.66	LS	READER	f	8 18			4 45	10 00	1 50
			7.13							
70	444.79	LS	CHIDESTER	s	8 05 ²⁷⁵			4 20 ²⁷¹	9 40	1 35
			7.63							
70	452.47	P	LESTER	f	7 48			4 05	9 10 ⁸⁹¹	1 20
			7.41							
58	459.88	LS	CAMDEN	s	7 32			3 45	8 55	1 05
			0.98							
	460.86		St. L. S. W. CROSSING							
			0.44							
58	461.30	P	CB SIDING		7 25			3 15	8 30	12 50
			1.86							
70	463.16	P	CULLENDALE		7 22			3 10	8 25	12 45
			10.65							
58	473.81	P	AN SIDING		7 06			2 48	7 56	12 25
			0.69							
	474.50	P	LOUANN	f	7 04				7 40	
			1.90							
40	476.40	P	GRIFFIN	f	7 01					
			1.89							
66	478.29	P	DH SIDING		6 58			2 38	7 30	12 15
			0.60							
Yd.	478.89	LS	SMACKOVER	s	6 57			2 35	7 25	12 10AM
			1.71							
Yd.	480.60	P	KENOVA		6 50			2 27	6 58 ⁸²¹	11 55PM
			3.95							
21	484.55	LS	NORPHLET	s	6 43			2 18	6 40	11 45
			2.95							
71	487.50	P	RG SIDING		6 38			2 11	6 30 ²⁷¹	11 40
			0.94							
	488.44	P	OOW JCT.							
			3.81							
Yd.	492.25	CS	EL DORADO	WY	6 30PM			2 00AM	6 00AM	11 30PM ²⁷⁵
			65.95		Daily			Daily Ex. Monday	Daily Ex. Sunday	Daily

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

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS					No. 30				SECOND CLASS				
887 Local Freight					November 20, 1955				886 Local Freight				
Mon., Wed., Fri.				STATIONS		Tues., Thurs., Sat.							
			6 30AM	368.73	ABS Note 1	LS... BENTON	WY	X 369	Yd.	s	5 25AM		
			6 40AM	368.33		BN JCT.					5 15AM		
				368.67		C. R. I. & P. CROSSING							
		f	7 10	381.53		BELFAST		XH 33	f	f	4 45		
		s	8 00	390.27		SHERIDAN	W	XH 24	Yd.	s	4 20		
		f	8 25	397.18		PRAGUE	*	XH 17	33	f	3 50		
		f	8 40	401.56		DOYLESTOWN		XH 13	22	f	3 40		
		f	8 50	404.69		HARDIN		XH 9		f	3 30		
			9 15AM	412.70		PB JCT	Y		Yd.		3 05AM		
		s	9 30AM	414.06		PINE BLUFF	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. 30 November 20, 1955	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
	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	377.95 378.21	P..... SLOCOMB.....XH 56	16		2 30	8 34	8 35
	6 35	f 12 11	s 3 25	382.66	P..... LONSDALE.....XH 60	31		2 24	f 8 26	8 25
	6 59	12 25	3 40	391.78	P..... GULPHA.....XH 69	31		2 11	8 11	8 03
	7 10	12 35	3 50	398.02	P..... EAST WYE			2 02	8 02	7 50
	7 15AM	s 12 45PM	s 4 00AM	399.19	LS..... HOT SPRINGS.....WY XH 77	Yd.		2 00PM	8 00PM	7 45AM
	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. 30 November 20, 1955	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		SECOND CLASS								
897 Local Freight Mon., Wed., Fri.	895 Local Freight Tues., Thurs., Sat.	894 Local Freight Tues., Thurs., Sat.	896 Local Freight Mon., Wed., Fri.							
	12 25PM	6 40AM		180.48	LS..... NEELYVILLE.....Y X 180			s 8 50AM	s 2 40PM	
	s 12 40	s 6 55		186.27	.....NAYLOR.....XE 6	7		s 8 35	s 2 20	
				186.40	.....S. L.-S. F. CROSSING					
	s 12 55	s 7 10		191.27	.....OXYLY.....XE 11	9		s 8 25	s 2 05	
	s 1 25PM	s 7 40AM		200.37	LS..... DONIPHAN.....Y XE 20	Yd.		8 00AM	1 40PM	
	Mon., Wed., Fri.	Tues., Thurs., Sat.		19.89				Tues., Thurs., Sat.	Mon., Wed., Fri.	

NASHVILLE SUBDIV.—BETWEEN HOPE AND NASHVILLE

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 30 November 20, 1955	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		SECOND CLASS								
885 Local Freight Daily Ex. Sunday		884 Local Freight Daily Ex. Sunday								
	4 55PM			457.79	CS..... HOPE.....WY X 458	Yd.		9 00PM		
				462.35	... Southwestern Proving Ground ...XJ 5					
	f 5 20			467.05	.....WASHINGTON.....XJ 9			f 8 35		
	f 5 35			472.54	.....OZAN.....XJ 15			f 8 20		
	6 05PM			483.15	LS..... NASHVILLE.....Y XJ 26	Yd.		7 50PM		
				483.17	.....G. N. & A. CROSSING					
	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:

- Hot Springs Subdiv.:** No. 219 is superior to No. 220.
No. 893 is superior to No. 892.
- Norman Subdiv.:** No. 881 is superior to No. 880.
- Delight Subdiv.:** No. 883 is superior to No. 882.
- Nashville Subdiv.:** No. 885 is superior to No. 884.
- Doniphan Subdiv.:** No. 895 is superior to No. 894.
No. 897 is superior to No. 896.

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, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, 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	Five miles
Little Rock.....	50	75	79	75	Speed	79	75	per hour
Hot Springs.....	35	45	45	45		50	45	
Between Hot Springs and Mountain Pine.....	15	15	15	15	shown on	15	15	above speed
Norman.....	30	30	30	30		30	30	shown on
Delight.....	20	20	20	20	slow speed	20	20	slow speed
Nashville.....	25	35	35	35		35	35	signs
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.

MO. PAC.	T&P
DIESEL ENGINES	DIESEL ENGINES
Diesel MPH	Diesel MPH
201 to 208.....65	1100 to 1130.....65
301 to 392.....65	1500 to 1582.....65
501 to 626.....65	2000 to 2017.....85
800 to 815.....30	
4100 to 4101.....35	MV-KO&G-OCAA
4102 to 4103.....75	DIESEL ENGINES
4104 to 4371.....65	751 to 756.....65
4501 to 4526.....65	
7000 to 7021.....98	Motor Cars:
7100.....90	Passenger Motor
8001 to 8036.....98	Car No. 670, with
9000 to 9022.....35	mechanical drive
9102 to 9191.....35	.....70
9200 to 9239.....35	

3. SPEED RESTRICTIONS: (Where maximum Train or Engine Speed is LOWER, it will govern).

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	Miles Per Hour
Hoxie, Little Rock and Gurdon.....	25
Hot Springs and Nashville.....	15
Benton, Delight and Doniphan.....	10
Norman: between Norman and P K Jct.....	10
between PK Jct. and Gurdon.....	20

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).	

SPECIAL INSTRUCTIONS

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:		Miles Per Hour	
		Consist "A"	Consist "B-C-D"
Neelyville:	Train 7 to unload mail.....	45	
Newport:	City Limits.....	40	40
White River:	Drawbridge, Mile Post 264.19.....	30	30
North Little Rock:	Northward and Southward Trains on Both East and West Tracks between St. L. S. W. Connection, M. P. 343, Pole 6, North Little Rock and Arkansas River Draw Bridge.....	20	45
Arkansas River:	Drawbridge, Mile Post 345.37.....	20	30
Little Rock:	Between Arkansas River Drawbridge, Mile Post 345.37, and HH Tower: Via Freight Main Lines.....	30	30
	Via Passenger Yard.....	10	10
	Between North Little Rock and Rock St. Jct., East Little Rock, via Jct. Bridge..	10	10
	Little Rock Jct. Bridge.....	8	8
East Little Rock:	Over East Sixth St. Viaduct, Mile Post 347, Pole 16, and over C. R. I. & P. Crossing.....	20	20
Benton:	Train 7 to unload mail.....	30	
Gurdon:	City Limits.....	40	40
Fulton:	Bridge 780.....	30	30
Nashville Subdiv.:	Engines exceeding Cooper's Classification E-45 must not exceed 15 miles an hour over bridge 37, Mile Post 473, Pole 14, near Ozan.....		..
El Dorado:	All trains between Mile Post 492, Pole 4, and Mile Post 492, Pole 12.....		Restricted Speed
Central Division:	Van Buren Subdivision: Between Military Jct. and End of Track, Camp Joseph T. Robinson Spur: Trains and Engines will be governed by permanent speed restriction signs.		

Trains entering Union Station tracks, Texarkana, will proceed at LOW speed, expecting to find them occupied. Union Station property and tracks begin at Signal No. 4900.

3-D. Continued:
LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:

Permissible Speed in Miles per hour	SOUTHWARD				NORTHWARD				
	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

Hoxie Subdiv.:

50	225	30	226	30	50	226	30	225	30
E65	E259	39	E260	15	E65	E260	15	E259	39
40	288	05	288	25	40	288	25	288	05
55	292	27	293	3	55	293	3	292	27
E50	E341	0	E343	6	E50	E343	6	E341	0
W60	W341	26	W342	0	W60	W342	0	W341	26

E—Applies on East Track only. W—Applies on West Track only.

Little Rock Subdiv.:

35	346	2	347	11	35	347	11	346	2
65	347	40	348	16	65	348	16	347	40
55	357	9	357	25	55	357	25	357	9
60	361	24	364	15	60	364	15	361	24
50	370	04	370	10	50	370	10	370	04
55	385	23	385	37	55	385	37	385	23
35	388	6	389	23	35	389	23	388	6
50	441	30	442	30	50	442	30	441	30
30	457	15	458	10	30	458	10	457	15
50	480	16	480	20	50	480	20	480	16

Hot Springs Subdiv.:

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
35	380	7	380	20	35	380	20	380	7
35	381	24	382	3	35	382	3	381	24
40	383	13	383	18	40	383	18	383	13
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	472	2	471	28	15	471	28	472	2
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Gurdon Subdiv.:

35	456	13	456	27	35	456	27	456	13
20	458	26	460	24	20	460	24	458	26
25	491	27	492	25	25	492	25	491	27

Benton Subdiv.:

10	412	10	P. B. Jct.	10	10	P. B. Jct.	412	10
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3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	Miles Per Hour
All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:	
With trucks and traction motors in good running condition.....	Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)
With trucks or parts of same not in good running condition.....	As Authorized By Superintendent
Dead 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 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.	

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.	
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.	

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—Continued:	Miles Per Hour
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"
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.

3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

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	{Prospect 1-0500 {Main 1-1000 Station 730		
EMERGENCY STATION	Poplar Bluff, Mo.	Lucy Lee Hospital	5782.		
★Dr. J. W. McPheeters, Sr., Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	5782.	960 Cynthia	288.
★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. Cunnning	Knobel, Ark.	Main & Cherry		Knobel	
★★Dr. O. E. Riggs	Walnut Ridge, Ark.	311 North Second	35.	702 Northwest Fifth	
★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.	Beebe, Ark.	22.	Beebe	60.
★★Dr. D. W. Sloan	Beebe, Ark.	Beebe, Ark.	40.	Beebe	89.
★★Dr. P. R. Sheaffer, Local & Disp. Surgeon	Cabot, Ark.	Cabot	109.	Cabot	109.
HOSPITAL	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.	906 Seventh	915.	1210 Thirteenth	914.
EMERGENCY STATION	Gurdon, Ark.	Gurdon	3-4401.		
★Dr. A. W. Thompson	Gurdon, Ark.	Thompson's Clinic, East Third	3-4498.	803 South Pine	3-2273.
★★Dr. G. R. Peoples	Gurdon, Ark.	108 North Third	3-4422.	205 East Maple	3-2113.
★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.
EMERGENCY STATION	Texarkana, Ark.	Michael Meagher Memorial Hospital			
★Dr. H. E. Murry	Texarkana, Ark.	320 East Fifth	128.	1700 Beech	1864.
★Dr. R. R. Brunaszi	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.
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	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. M. H. Wilmoth	Glenwood, Ark.	Glenwood	108.	Glenwood	60.
★★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. E. J. Byrd	Camden, Ark.	111 Van Buren	276.	403 McCullough	630.
★★Dr. R. B. Robins	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. R. M. Kelly	Sheridan, Ark.	Sheridan	198.	108 Arch	243.
EMERGENCY STATION	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.