

DIVISION OFFICERS

J. W. TREADWELL...Superintendent.....Little Rock, Ark.
R. HICKMAN.....Assistant Superintendent,
Little Rock Terminals
.....North Little Rock, Ark.
J. W. DUNLAP.....Trainmaster,
Little Rock Terminals
.....North Little Rock, Ark.
G. A. ALFORD.....Trainmaster,
Texarkana Terminals...Texarkana, Ark.
M. R. FAIR.....Trainmaster, Hoxie and
Doniphan Subdivs....Little Rock, Ark.
V. G. DYER.....Trainmaster,
Little Rock, Gurdon,
Hot Springs, Benton,
Norman, Delight and
Nashville Subdivs....Little Rock, Ark.
J. H. WILKINS.....Assistant Trainmaster,
Little Rock, Gurdon,
Hot Springs, Benton,
Norman, Delight and
Nashville Subdivs.....Gurdon, Ark.
E. N. CRAVEN.....Assistant Trainmaster,
Gurdon Subdiv.....El Dorado, Ark.
G. BILLINGSLEY....General Road Foreman
of Engines.....Little Rock, Ark.
J. J. FREIBOLT.....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. 31

Effective 12:01 a. m. Sunday, Oct. 27, 1957

CENTRAL STANDARD TIME

Superseding Timetable No. 30, effective Nov. 20, 1955,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 12, THIS
DIVISION, EFFECTIVE JANUARY 1, 1957.

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

L. A. GREGORY, Vice President — Operation.

E. C. SHEFFIELD, Assistant Vice President — Operation.

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: Employees 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, employees 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When properly authorized, rules may be cancelled, superseded or changed by: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): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees 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.

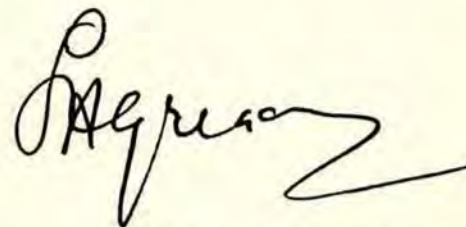
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President—Operation

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.	20 Min.	For connection.
" ".....	"..... 1	Ark.... 201	1:45 a. m.	1 Hr.	For connection.
" ".....	"..... 21	"..... 201	1:35 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.
" ".....	"..... 219	"..... 7	12:20 p. m.	1 Hr.	For connection.
" ".....	"..... 220	"..... 8	4:45 p. m.	1 Hr.	For revenue passengers.
" ".....	"..... 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. 2,4,222, 226		Indefinitely	For connection.
" ".....	"..... 26	K. C. S.... 2	1:00 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	"..... 37		"	" "

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 Glaise.....	273.63	....	<i>f</i> 94	.....	.....
Higginson.....	299.77	....	<i>f</i> 94	.....	.....
Garner.....	305.48	....	<i>f</i> 94	.....	.....
McRae.....	308.25	....	<i>f</i> 94	.....	.....
Ward.....	317.60	....	<i>f</i> 94	.....	.....
Little Rock Subdiv.:					
Perla.....	386.73	....	<i>s</i> 31	.....	.....
Norman Subdiv.:					
Summit.....	433.14	....	<i>f</i> 880	<i>f</i> 881	.....
Nutts.....	460.02	....	<i>f</i> 880	<i>f</i> 881	.....
Nashville Subdiv.:					
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	.....
Benton Subdiv.:					
Koons.....	394.97	....	<i>f</i> 886	<i>f</i> 887	.....
Vicks.....	398.69	....	<i>f</i> 886	<i>f</i> 887	.....
Gurdon Subdiv.:					
Sayre.....	438.74	....	<i>f</i> 821	<i>f</i> 822	.....
Elliott.....	469.09	....	<i>f</i> 821	<i>f</i> 822	.....
Hot Springs Subdiv.:					
Martin Spur.....	392.92	....	<i>f</i> 893	<i>f</i> 892	.....

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

Station Numbers	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957	TRAINS SOUTHWARD									
			FIRST CLASS									
			37 Mail-Express	7 Passenger		219 Passenger	221 Passenger	25 Passenger	21 Passenger	1 Passenger	201 Passenger	
		STATIONS	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	
0		ST. LOUIS	10 20PM	12 45AM				2 00PM	5 42PM	5 50PM		
X166	165.53	CS... Poplar Bluff. @DTWY§ 7.60	2 40AM	6 05AM				6 05PM	9 35PM	9 45PM		
	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.-J.F.Cng. 2.24	s 3 50	s 7 30			s 7 10			a 10 35PM		
	228.58	P... BXB JCT.* 3.86										
X232	232.44	P... MINTURN...* 6.50										
X239	238.94	TP... ALICIA...* 5.37										
X244	244.31	P... SWIFTON...* 7.57		f 7 59								
X252	251.88	TP... TUCKERMAN...* 6.23										
	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 55PM			
	263.94	P... CC JCT.* 0.25										
	264.19	P... 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* 1.29	s 5 25	s 9 05		10 00AM		s 8 12			10 35PM	
	289.70	P... JB...* 2.91										
X293	292.61	TP... JUDSONIA...* 3.84										
X296	296.45	P... KENSETT...* 1.98	s 5 40	s 9 20		f 10 10		s 8 22				
	298.43	P... HK...* 1.31										
	299.74	C.R.I.&P. CROSSING. 6.76										
	306.50	P... MG...* 6.23										
X313	312.73	LS... BEEBE...* 6.52	s 6 05	s 9 40								
	319.25	P... WA...* 3.81										
X323	323.06	LS... CABOT...* 7.68		a 9 55								
	330.74	P... JX...* 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 06AM	12 12AM	11 32PM	
	178.14		Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	

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

® Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

Radio Base station is located at Locust St. Tower, North Little Rock, Ark.

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

Siding Capacity in Cars	Miles from Texarkana	TIMETABLE		TRAINS NORTHWARD							
		No. 31		FIRST CLASS							
		October 27, 1957		2	22	202	232	4	8	220	32
		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§	7.60	s 4 10AM	s 4 40AM			s 12 40PM	s 6 35PM		s 3 25AM
	317.14	P..... PHD JCT.....	0.01								
87	317.13	P..... HARVIELL.....	7.34								
125	309.79	TP.. NEELYVILLE, MO... Y*	5.76					s 12 15PM			
125	304.03	P..... MOARK, ARK.....	6.01								
145	298.02	TP..... CORNING.....	6.30					s 11 55AM	a 6 05		a 2 40
131	291.72	CS..... KNOBEL..... Y*	4.35					s 11 45			
125	287.37	P..... PEACH ORCHARD...*	4.79					a 11 35			
e 125 w 125	282.58	P..... DELAPLAINE.....	6.74					a 11 28			
125	275.84	P..... O'KEAN.....	5.88					a 11 20			
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.Cng.....	2.24					s 11 05	a 5 35		s 2 05
	261.69	P..... BXB JCT.....	3.86								
125	257.83	P..... MINTURN.....	6.50								
125	251.33	TP..... ALICIA.....	5.37								
e 125 w 120	245.96	P..... SWIFTON.....	7.57					a 10 25			
125	238.39	TP..... TUCKERMAN.....	6.23								
	232.16	P..... DOD JCT.....	1.30								
	230.86	P..... DIAZ..... Y*	2.32					5 33AM			
Yd.	228.54	CS.. NEWPORT..DTWY§	2.21					5 30AM	s 10 10	s 5 00	
	226.33	P..... CC JCT.....	0.25								
	226.08	P..... DRAW BRIDGE... { White River	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 9 41			
125	206.92	P..... RUSSELL.....	3.35								
	203.57	P..... GG JCT.....	1.71								
118	201.86	CS.. BALD KNOB. @Y*	1.29					s 4 35AM			s 12 47AM
	200.57	P..... JB.....	2.91								
	197.66	TP..... JUDSONIA.....*	3.84					s 9 30			
	193.82	P..... KENSETT.....*	1.98					s 9 24			
	191.84	P..... HK.....	1.31					s 9 14			
	190.53	...C.R.I.&P. CROSSING	6.76								f 4 35
	183.77	P..... MG.....	6.23								
	177.54	LS..... BEEBE.....*	6.52					s 8 55			
	171.02	P..... WA.....	3.81								
	167.21	LS..... CABOT.....*	7.68								
	159.53	P..... JX.....	1.40								
	158.13	TP.. JACKSONVILLE..	11.01								
	147.12	F.St.L.S.W. Connection	0.52								
Yd.	146.60	(CS.. No. Little Rock...@DTWY§)		1 34AM	2 04AM			3 44AM	8 24AM	3 39PM	3 49PM
		178.14		Daily	Daily			Daily	Daily	Daily	Daily

Ⓢ Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.
Radio Base station is located at Locust St. Tower, North Little Rock, Ark.

HOXIE SUBDIV.—POPLAR BLUFF TO NORTH LITTLE ROCK

Station Numbers	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957	TRAINS SOUTHWARD							269 Red Ball Freight	383 Red Ball Freight
			SECOND CLASS								
			69 Red Ball Freight	267 Red Ball Freight	67 Red Ball Freight	91 Local Freight	265 Red Ball Freight	65 Red Ball Freight	93 Local Freight		
		STATIONS	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\$ } 7.60 } P. PHD JCT. } 0.01 } Two Main Tracks	12 01AM		2 20AM	6 20AM		8 10AM			11 50PM
X173	173.13	P. HARVIELL * 7.34				f 6 30					
X180	180.48	TP. NEELYVILLE, MO. * 5.76				s 9 00					
X186	186.24	P. MOARK, ARK. * 6.01				f 9 10					
X192	192.25	TP. CORNING * 6.30				s 9 40					
X199	198.55	CS. KNOBEL * 4.33 } Y* } Two Main Tracks				s 10 10					12 55AM
X203	202.90	P. PEACH ORCHARD * 4.79				f 10 20					
X208	207.69	P. DELAPLAINE * 6.74				f 10 30					
X214	214.43	P. O'KEAN * 5.88				f 10 45					
X220	220.31	P. MURTA * 3.32				f 10 55					
	223.63	P. AA JCT. * 1.27									
X225	224.90	TP. WALNUT RIDGE * 1.44				s 11 30AM					
X226	226.34	CS. HOXIE S.L.-S.F. Crsg. * 2.24				s 12 30PM					
	228.58	P. BXB JCT. * 3.86 } Two Main Tracks									
X232	232.44	P. MINTURN * 6.50				f 12 40					
X239	238.94	TP. ALICIA * 5.37				f 12 50					
X244	244.31	P. SWIFTON * 7.57				f 1 05					
X252	251.88	TP. TUCKERMAN * 6.23				s 1 25					
	258.11	P. DOD JCT. * 1.30 } Two Main Tracks									
X259	259.41	P. DIAZ * 2.32 } Y* } Two Main Tracks				f 1 40					10 28PM
X262	261.73	CS. NEWPORT. DTWY\$ * 2.21	3 30			2 00PM			6 00PM		11 30PM 12 30AM
	263.94	P. CC JCT. * 0.25 } White River									
	264.19	P. DRAW BRIDGE * 2.59									
	266.78	P. DD JCT. * 3.04 } Two Main Tracks									
X270	269.82	P. OLYPHANT * 4.40									
	274.22	P. FF JCT. * 3.91 } Two Main Tracks									
X278	278.13	TP. BRADFORD * 5.22									
X283	283.35	P. RUSSELL * 3.35									
	286.70	P. GG JCT. * 1.71 } Two Main Tracks									
X288	288.41	CS. BALD KNOB. @Y* 1.29		2 00AM							1 30AM
	289.70	P. JB * 2.91									
X293	292.61	TP. JUDSONIA * 3.84									
X296	296.45	P. KENSETT * 1.98									
	298.43	P. HK * 1.31									
	299.74	C. R. I. & P. CROSSING. 6.76									
	306.50	P. MG * 6.23 } Two Main Tracks									
X313	312.73	LS. BEEBE * 6.52									
	319.25	P. WA * 3.81									
X323	323.06	LS. CABOT * 7.68									
	330.74	P. JX * 1.40 } Two Main Tracks									
X332	332.14	TP. JACKSONVILLE * 11.01									
	343.15	P. St. L. S. W. Connection. 0.52									
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

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

ⓑ Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.

Radio Base station is located at Locust St. Tower, North Little Rock, Ark.

HOXIE SUBDIV.—NORTH LITTLE ROCK TO POPLAR BLUFF

7

Siding Capacity in Cars	Miles from Texarkana	TIMETABLE No. 31 October 27, 1957		TRAINS NORTHWARD								
				SECOND CLASS								
				266	60	270	94	76	92	72	272	388
STATIONS				Daily	Daily	Daily	Daily Ex. Sunday	Daily	Mon. Wed. Fri.	Daily	Daily	Daily
	490.27	ST. LOUIS										3 00AM
Yd.	324.74	(CS. Poplar Bluff. @DTWY) } 7.60 } Two Main Tracks			5 00AM			1 00PM	3 20PM	5 50PM		3 00PM
	317.14			P. PHD JCT. *								
	87 317.13	P. HARVIELL. *							f 3 10			
	125 309.79	TP. NEELYVILLE, MO. Y*							s 2 55PM			
	125 304.03	P. MOARK, ARK. *							f 11 10AM			
	145 298.02	TP. CORNING. *							s 10 59			
	131 291.72	CS. KNOBEL. Y*							s 10 20			1 30PM
	125 287.37	P. PEACH ORCHARD. *							f 10 05			
e 125 } to 125 }	282.58	P. DELAPLAINE. *							s 9 55			
	125 275.84	P. O'KEAN. *							s 9 40			
	125 269.96	P. MURTA. *							f 9 25			
	266.64	P. AA JCT. *										
	265.37	TP. WALNUT RIDGE* } 1.44 } Two Main Tracks							s 9 15			
	187 263.93	CS. HOXIE S.L.-S.F. Crg. } 2.24 } Two Main Tracks							s 8 25			
	261.69	P. BXB JCT. *										
	125 257.83	P. MINTURN. *							f 8 08			
	125 251.33	TP. ALICIA. *							f 7 55			
e 125 } to 120 }	245.96	P. SWIFTON. *							f 7 40			
	125 238.39	TP. TUCKERMAN. *							s 7 25			
	232.16	P. DOD JCT. *										
	230.86	P. DIAZ. Y*			3 50AM				f 7 10			
Yd.	228.54	CS. NEWPORT DTWY. } 2.21 } Two Main Tracks			3 45 2 50	2 00PM	9 30AM	7 00AM				
	226.33	P. CC JCT. *										
	226.08	... DRAW BRIDGE. } 0.25 } White River										
	223.49	P. DD JCT. *										
	220.45	P. OLYPHANT. } 3.04 } Two Main Tracks										
	216.05	P. FF JCT. *										
	222 212.14	TP. BRADFORD. *										
	125 206.92	P. RUSSELL. *							f 12 25			
	203.57	P. GG JCT. *							f 12 10			
	118 201.86	CS. ... BALD KNOB. @Y* } 1.29 } Two Main Tracks	2 00AM		1 50AM	s 12 01PM					2 30PM	
	200.57	P. JB. *										
	197.66	TP. JUDSONIA. *							s 9 30AM			
	193.82	P. KENSETT. *							s 9 15			
	191.84	P. HK. *										
	190.53	... C.R.I.&P. CROSSING } 6.76 } Two Main Tracks										
	183.77	P. MG. *										
	177.54	LS. BEEBE. *							s 8 30			
	171.02	P. WA. *										
	167.21	LS. CABOT. *							s 7 30			
	159.53	P. JX. *										
	158.13	TP. JACKSONVILLE. } 11.01 } Two Main Tracks							f 7 15			
	147.12	P. St.L.S.W. Connection } 0.52 }										
Yd.	146.60	CS. ... No. Little Rock. ... @DTWY } 0.52 }	12 15AM	12 30AM							11 35AM	1 00PM
		178.14	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Mon. Wed. Fri.	Daily	Daily	Daily	

Ⓡ Radio Base stations are located at Yard Office and Dispatchers' Office, Poplar Bluff, Mo.
Radio Base station is located at Locust St. Tower, North Little Rock, Ark.

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

Station Numbers	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957	TRAINS SOUTHWARD									
			FIRST CLASS									
			21	1		31	831	37	7	219	25	201
STATIONS			Passenger	Passenger		Passenger	Passenger	Mail-Express	Passenger	Passenger	Passenger	Passenger
			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily
X344	343.67	CS... No. Little Rock...@DTWY\$ 1.70 Arkansas .DRAW BRIDGE... River 0.31	12 06AM	12 12AM				6 45AM	10 20AM	10 58AM	9 08PM	11 32PM
.....	345.37											
X346	345.68	P.LITTLE ROCK.@DWY 0.38	\$ 12 20 12 35	\$ 12 30 12 45		12 55AM	2 30AM	\$ 7 00 7 45	\$ 10 30 11 25	\$ 11 05 11 20	\$ 9 15 9 35	\$ 11 45PM
.....	346.06	CS..HH Tower-C.R.I.&P.Crsq. 5.67										
X351	351.73	P..... ENSIGN.....										
X355	355.01	P..... MABELVALE.....*					\$ 2 41					
X359	358.91	P..... ALEXANDER.....*					\$ 2 48					
X363	362.17	P..... BRYANT.....*					\$ 2 53					
X364	364.18	LS... BAUXITE JCT.....										
.....	368.33	P..... BN JCT.....										
X369	368.73	LS... BENTON... WY\$*					\$ 3 05	\$ 8 15	\$ 11 49AM	\$ 11 44		
.....	370.25	P..... MM JCT.....										
X371	371.45	P..... QQ JCT.....Y					3 09AM			11 48AM		
X373	373.34	P..... HASKELL.....*										
.....	373.69	P..C.R.I.&P.CROSSING... 3.63					\$ 1 35					
X377	377.32	P..... TRASKWOOD.....*										
X385	384.66	P..... GIFFORD.....										
X389	388.76	CS... MALVERN... WY\$ 0.80					\$ 1 50	\$ 8 40	\$ 12 10PM		a 10 25	
.....	389.65	P..C.R.I.&P.CROSSING... 0.48										
.....	390.13	P..... M. & F. V. JCT.....										
X395	395.26	P..... ETTA.....										
X400	399.63	TP... DONALDSON.....*										
X406	405.66	P... WITHERSPOON.....										
X411	411.02	TP... ARKADDELPHIA.....*					\$ 2 15	\$ 9 10	f 12 35		a 10 50	
X415	415.58	TP... GUM SPRINGS.....										
X420	420.15	P..... CURTIS.....										
.....	422.34	P..... RR JCT.....										
X426	426.30	CS... GURDON... DWY\$ 3.00					\$ 2 40	\$ 9 40	\$ 12 55		\$ 11 15	
.....	429.30	P..... BCD JCT.....										
X430	430.11	P..... BEIRNE.....					\$ 2 45					
X438	437.62	P... BOUGHTON.....										
X442	442.42	TP... PRESCOTT.....*					\$ 3 00	\$ 10 05	\$ 1 15			
X450	449.63	P..... EMMET.....*					\$ 3 10					
X458	457.79	CS... HOPE..... WY\$ 0.13					\$ 3 35	\$ 10 30	\$ 1 40		\$ 11 59PM	
.....	457.92	P...S.L.-S.F.CROSSING... 5.14										
X463	463.06	P..... GUERNSEY.....										
X471	471.30	P..... FULTON.....*										
X478	477.77	P..... HOMAN.....										
.....	480.41	P.CLEAR LAKE JCT... 2.64										
X491	490.27	CS... TEXARKANA...@DTWY\$ 9.86	\$ 3 15AM	\$ 3 25AM		\$ 4 30AM		\$ 11 25AM	\$ 2 30PM		\$ 12 55AM	
		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

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.
 ® Radio Base stations are located at Locust St. Tower, North Little Rock, Ark. and Dispatchers' Office, Little Rock, Ark.

LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

TIMETABLE

No. 31

October 27, 1957

TRAINS NORTHWARD

FIRST CLASS

Siding Capacity in Cars	Miles from Texarkana	STATIONS	TRAINS NORTHWARD											
			FIRST CLASS											
			26 Passenger	202 Passenger	4 Passenger	8 Passenger	220 Passenger	32 Passenger	832 Passenger	2 Passenger	22 Passenger			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Yd.	146.60	CS...No. Little Rock. @DTWY		3 44AM	8 24AM	3 39PM	3 49PM	11 54PM				1 34AM	2 04AM	
	144.90	1.70 DRAW BRIDGE (Arkansas River) 0.31												
Yd.	144.59	P.LITTLE ROCK @DWY	s 3 25AM	3 40AM	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 CS...HH Tower-C.R.I.&P.Crg.												
	138.54	5.67 P...ENSIGN												
	135.26	3.28 P...MABELVALE												
	131.36	3.90 P...ALEXANDER							f 9 05					
	128.10	3.26 P...BRYANT							f 9 00					
	109 126.09	2.01 LS...BAUXITE JCT												
	121.94	4.15 P...BN JCT												
	121.54	0.40 LS...BENTON WY			a 7 05		s 2 45		s 8 50					
	120.02	1.52 P...MM JCT												
	118.82	1.20 P...QQ JCT					2 40PM		8 45PM					
	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												
	160 101.51	4.10 CS...MALVERN WY	a 2 35		s 6 40	s 2 20		s 10 05						
	100.62	0.80 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 2 10		s 6 11	s 1 52		s 9 35						
	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 DWY	s 1 55		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 35		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 20		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 45AM		4 30AM	12 20PM		7 45PM		10 40PM	11 15PM			
	146.60		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

ⓑ Radio Base stations are located at Locust St. Tower, North Little Rock, Ark. and Dispatchers' Office, Little Rock, Ark.

LITTLE ROCK SUBDIV.—NORTH LITTLE ROCK TO TEXARKANA

Station Numbers	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957	TRAINS SOUTHWARD								
			SECOND CLASS								
			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	83 Red Ball Freight Daily
STATIONS			Mon., Wed., Fri.	Daily Ex. Sunday		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily
X344	343.67	(CS...No. Little Rock...@DTWY)	3 30AM	4 00AM		8 45AM	11 30AM		3 30PM	10 35PM	11 00PM
	345.37	1.70 DRAW BRIDGE...Arkansas 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	5.67 P...ENSIGN									
X355	355.01	3.28 P...MABELVALE									
X359	358.91	3.90 P...ALEXANDER									
X363	362.17	3.26 P...BRYANT									
X364	364.18	2.01 LS...BAUXITE JCT.		4 40							
	368.33	4.15 P...BN JCT.									
X369	368.73	0.40 LS...BENTON...WY	4 15AM	5 00							
	370.25	1.52 P...MM JCT									
X371	371.43	1.20 P...QQ JCT		8 25							
X373	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		9 30							
	389.65	0.89 P...C. R. I. & P. CROSSING									
	390.13	0.48 P...M. & P. V. JCT.									
X395	395.26	5.13 P...ETTA									
X400	399.63	4.37 TP...DONALDSON		10 10							
X406	405.66	6.03 P...WITHERSPOON									
X411	411.02	5.36 TP...ARKADELPHIA		11 10							
X415	415.58	4.56 TP...GUM SPRINGS		11 20							
X420	420.15	4.57 P...CURTIS									
	422.34	2.19 P...RR JCT.									
X426	426.30	3.96 CS...GURDON...DWY		11 59AM				3 00PM		2 30AM	
	429.30	3.00 P...BCD JCT.									
X430	430.11	0.81 P...BEIRNE						3 10			
X438	437.62	7.51 P...BOUGHTON						3 25			
X442	442.42	4.80 TP...PRESCOTT						3 45			
X450	449.63	7.21 P...EMMET						3 55			
X458	457.79	8.16 CS...HOPE...WY				5 30PM	4 10PM				
	457.92	0.13 P...S.L.-S.F. CROSSING									
X463	463.06	5.14 P...GUERNSEY									
X471	471.30	8.24 P...FULTON									
X478	477.77	6.47 P...HOMAN									
	480.41	2.64 P...CLEAR LAKE JCT.				1 30PM	7 00PM		8 30PM		6 50AM
X491	490.27	9.86 (CS...TEXARKANA...@DTWY)									
	146.60		Mon., Wed., Fri.	Daily Ex. Sunday		Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily

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

ⓑ Radio Base stations are located at Locust St. Tower, North Little Rock, Ark. and Dispatchers' Office, Little Rock, Ark.

LITTLE ROCK SUBDIV.—TEXARKANA TO NORTH LITTLE ROCK

Siding Capacity in Cars	Miles from Texarkana	TIMETABLE No. 31 October 27, 1957		TRAINS NORTHWARD							
				SECOND CLASS							
				72 Red Ball Freight Daily	96 Local Freight Daily Ex. Sunday		272 Red Ball Freight Daily Ex. Monday	886 Local Freight Tues., Thurs., Sat.	60 Red Ball Freight Daily	884 Local Freight Daily Ex. Sunday	174 Red Ball Freight Daily
		STATIONS	Daily	Ex. Sunday		Daily	Tues., Thurs., Sat.	Daily	Daily Ex. Sunday	Daily	
Yd. 146.60		CS... No. Little Rock. @DTWY\$	10 35AM	12 30PM		10 30AM	8 00AM	11 00PM		4 30AM	
...	144.90	1.70 (Arkansas River)									
		...DRAW BRIDGE									
		0.31									
Yd. 144.59		P... LITTLE ROCK. @DWY									
...	144.21	0.38									
		CS... HH Tower-C.R.I.&P. Crosg..									
		5.67									
...	138.54	P... ENSIGN									
		3.28									
...	135.26	P... MABELVALE									
		3.90									
...	131.36	P... ALEXANDER									
		3.26									
...	128.10	P... BRYANT									
		2.01									
109	126.09	LS... BAUXITE JCT.		11 30AM			7 00				
		4.15									
...	121.94	P... BN JCT									
		0.40									
...	121.54	LS... BENTON... WY\$*		11 00			6 30AM				
		1.52									
...	120.02	P... MM JCT.									
		1.20									
...	118.82	P... QQ JCT									
		1.89									
238	116.93	P... HASKELL									
		0.35									
...	116.58	P... C.R.I.&P. CROSSING									
		3.63									
130	112.95	P... TRASKWOOD		10 10							
		7.34									
125	105.61	P... GIFFORD		9 50							
		4.10									
160	101.51	CS... MALVERN... WY\$		9 30							
		0.89									
...	100.62	P... C.R.I.&P. CROSSING									
		0.48									
...	100.14	P... M. & F. V. JCT.									
		5.13									
125	95.01	P... ETTA		8 15							
		4.37									
125	90.64	TP... DONALDSON		8 00							
		6.03									
125	84.61	P... WITHERSPOON		7 45							
		5.36									
125	79.25	TP... ARKADELPHIA		7 30							
		4.56									
...	74.69	TP... GUM SPRINGS									
		4.57									
125	70.12	P... CURTIS		6 10							
		2.19									
...	67.93	P... RR JCT									
		3.96									
Yd. 63.97		CS... GURDON... DWY\$		6 00AM		6 30AM		10 30PM	1 30		
		3.00									
...	60.97	P... BCD JCT									
		0.81									
...	60.16	P... BEIRNE						10 15			
		7.51									
175	52.65	P... BOUGHTON						10 00			
		4.80									
187	47.87	TP... PRESCOTT						9 50			
		7.21									
125	40.64	P... EMMET						9 15			
		8.16									
w125 e125	32.48	CS... HOPE... WY\$						8 55PM	12 01AM		
		0.13									
...	32.35	P... S.L.-S.F. CROSSING									
		5.14									
125	27.21	P... GUERNSEY									
		8.24									
137	18.97	P... FULTON									
		6.47									
180	12.50	P... HOMAN									
		2.64									
...	9.86	P... CLEAR LAKE JCT.									
		9.86									
Yd.		CS... TEXARKANA... @DTWY\$	5 30AM					7 00PM		10 30PM	
		146.60	Daily	Daily Ex. Sunday		Daily Ex. Monday	Tues., Thurs., Sat.	Daily	Daily Ex. Sunday	Daily	

ⓑ Radio Base stations are located at Locust St. Tower, North Little Rock, Ark. and Dispatchers' Office, Little Rock, Ark.

GURDON SUBDIV.—GURDON TO EL DORADO

Station Numbers	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957		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		
X 426	426.30	CS.....	GURDON.....	DWY	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
			7.68						272		822
E 26	452.47	P.....	LESTER.....	f	5 59				4 36	9 10	8 25
			7.41							890	
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								
E 37	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 62	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						890		
E 62	488.44	P.....	OOW JCT.....								
			3.81								
E 66	492.25	CS.....	EL DORADO.....	DWY	7 30AM				7 00AM	1 30PM	11 30PM
			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. 31 October 27, 1957		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
881 Local Freight						880 Local Freight	
Daily Ex. Sunday						Daily Ex. Sunday	
7 00AM	426.30	CS.....	GURDON.....	DWY	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	TP.....	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		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. 31 October 27, 1957		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
883 Local Freight						882 Local Freight	
Daily Ex. Sunday						Daily Ex. Sunday	
8 15AM	446.58		PK JCT.....		XL 20	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

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

GURDON SUBDIV.—EL DORADO TO GURDON

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 31 October 27, 1957	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..... DWY§	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							
70	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	
		7.68							
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							
40	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	
		10.63							
58	473.81	P..... AN SIDING.....	7 06			2 48	7 56	12 25	
		0.69							
40	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							
40	488.44	P..... OOW JCT.....							
		3.81							
Yd.	492.28	CS..... EL DORADO..... DWY§	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 No. 31 October 27, 1957	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS							SECOND CLASS		
		887 Local Freight Mon., Wed., Fri.							
		6 30AM	368.73	LS..... BENTON..... WY§	X 369	Yd.	s 4 25AM		
		6 40AM	368.33	P..... BN JCT.....			4 15AM		
			368.67	..... C. R. I. & P. CROSSING.....					
		f 7 10	381.53	..... BELFAST.....	XH 33		f 3 45		
		s 8 00	390.27	LS..... SHERIDAN.....	XH 24	Yd.	s 3 20		
		f 8 25	397.18	..... PRAGUE.....	XH 17	33	f 2 50		
		f 8 40	401.56	..... DOYLESTOWN.....	XH 13	22	f 2 40		
		f 8 50	404.69	..... HARDIN.....	XH 9		f 2 30		
		9 15AM	412.70	P..... PB JCT..... Y		Yd.	2 05AM		
		s 9 30AM	414.06	CS..... PINE BLUFF..... §	K 43	Yd.	2 00AM		
		Mon., Wed., Fri.		44.37			Tues., Thurs., Sat.		

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

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

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

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 31 October 27, 1957			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS			FIRST CLASS		SECOND CLASS					
893 Local Freight	219 Passenger	831 Passenger			220 Passenger	832 Passenger	892 Local Freight					
Daily Ex. Sunday	Daily	Daily		Daily	Daily	Daily Ex. Sunday						
	5 45AM	11 48AM	3 09AM	371.45	P.....	QQ JCT.....	Y X 371		2 40PM	8 45PM	8 25AM	
	6 00	12 01PM	3 18	377.95	P.....	SLOCOMB.....	XH 56	16	2 30	8 34	8 10	
	6 10	f 12 11	s 3 25	378.21	P.....	LONSDALE.....	XH 60	31	2 24	f 8 26	8 00	
	6 34	12 25	3 40	391.78	P.....	GULPHA.....	XH 69	31	2 11	8 11	7 38	
	6 45	12 35	3 50	398.02	P.....	EAST WYE.....			2 02	8 02	7 25	
	6 50AM	s 12 45PM	s 4 00AM	399.19	LS.....	HOT SPRINGS.....	WY XH 77	Yd.	2 00PM	8 00PM	7 20AM	
Daily Ex. Sunday	Daily	Daily							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

TIMETABLE No. 31 October 27, 1957				Miles from St. Louis	TIMETABLE No. 31 October 27, 1957			Station Numbers	Siding Capacity in Cars	
STATIONS					STATIONS					
					180.48	LS.....	NEELYVILLE.....			Y X 180
				186.27		NAYLOR.....	XE 6	7		
				186.40		S. L.-S. F. CROSSING.....				
				191.27		OXLY.....	XE 11	9		
				200.37	LS.....	DONIPHAN.....	Y XE 20	Yd.		

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

NASHVILLE SUBDIV.—BETWEEN HOPE AND PERKINS

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 31 October 27, 1957			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		885 Local Freight			SECOND CLASS		884 Local Freight					
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday		
			4 15PM	457.79	CS.....	HOPE.....	WY X 458	Yd.	8 40PM			
				462.35		Southwestern Proving Ground.....	XJ 5					
		f 4 40		467.05		WASHINGTON.....	XJ 9		8 15			
		f 4 55		472.54		OZAN.....	XJ 15		8 00			
		s 5 25		483.15	LS.....	NASHVILLE.....	XJ 26	Yd.	7 30			
				483.17		G. N. & A. CROSSING.....						
			5 55PM	493.13		PERKINS.....	XJ 36	Yd.	6 05PM			
Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	

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

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.

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".... Diesel engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".... 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, Temple Tower, Baggage Cars 4255, 4256, 4257, 4258, 4259, Diner 10242 and Office Car "The Eagle" are streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel engines with streamlined, lightweight—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"		Curves with slow speed signs
	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	
Hoxie.....	50	75	79	75	Speed shown on slow speed signs	79	75	Five miles per hour above speed shown on slow speed signs
Doniphan.....	25	25	25	25		25	25	
Little Rock.....	50	75	79	75	Speed shown on slow speed signs	79	75	Five miles per hour above speed shown on slow speed signs
Hot Springs.....	35	45	45	45		50	45	
Between Hot Springs and Mountain Pine.....	15	15	15	15	Speed shown on slow speed signs	15	15	Five miles per hour above speed shown on slow speed signs
Norman.....	30	30	30	30		30	30	
Delight.....	20	20	20	20	Speed shown on slow speed signs	20	20	Five miles per hour above speed shown on slow speed signs
Nashville:								
Between Hope and Nashville.....	25	35	35	35	Speed shown on slow speed signs	35	35	Five miles per hour above speed shown on slow speed signs
Between Nashville and Perkins.....	25	25	25	25		25	25	
Benton.....	30	35	35	35	Speed shown on slow speed signs	35	35	Five miles per hour above speed shown on slow speed signs
Gurdon.....	35	45	45	45		45	45	

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 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 PK 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
	Between North Little Rock and Rock St. Jct., East Little Rock, via Jct. Bridge..	10
	Little Rock Jct. Bridge.....	8
East Little Rock: Lincoln Avenue, North end Union Depot Yard, and East Sixth St. Viaduct, Mile Post 347, Pole 16.....	25	25
Benton: Train 7 to unload mail.....	30	
Gurdon: City Limits.....	40	40
Fulton: Bridge 4714.....	30	30
Nashville Subdiv.: Engines exceeding Cooper's Classification E-45 must not exceed 15 miles an hour over bridge 4735, 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		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
----	-----	---	-----	----	----	-----	----	-----	---

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	P. B. Jct.	412	10
----	-----	----	------------	----	------------	-----	----

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars: All types including BX cars.....	3.25 inches
Six wheel truck cars: Coaches.....	3.50 inches
All other.....	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW: Miles Per Hour

All Diesel Engines and Motor Cars dead in tow and 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

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, control air reservoir drained, and drain cocks left open; all switches opened; battery 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 in 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 restrictions for flat spots shorter than above specified lengths.	

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

Locomotive Cranes or Clam Shells.....	25
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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
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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"
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Scale Test Cars (Except MPX 5121).....	30
Scale Test Car MPX 5121.....	Maximum Train Speed, Consist "A"

Scale test cars must be handled next to cabooses.

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

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, 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-I. 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	5-5782.		
★ Dr. J. W. McPheeters, Sr., Div. Surgeon	Poplar Bluff, Mo.	Lucy Lee Hospital	5-5782	960 Cynthia	5-2288.
★ Dr. J. W. McPheeters, Jr.	Poplar Bluff, Mo.	Lucy Lee Hospital	5-5782	North & Spring	5-4590.
★ Dr. H. M. Henriksen, Div. Surgeon	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	5-4627.	Highway 67 North	5-2801.
★ Dr. H. O. Henriksen	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	5-4627.	Highway 67 North	5-3182.
★ Dr. W. E. Henriksen	Poplar Bluff, Mo.	Poplar Bluff Hospital, 215 Oak	5-4627.	409 North Second	5-4444.
★★ Dr. C. F. Goforth, Local and Dispensary Surgeon	Doniphan, Mo.	City Hall Building	6.	Doniphan	23.
★ Dr. J. Q. Cash, Local Surgeon	Corning, Ark.	700 West Second	UL 7-4241	Corning, Ark.	UL 7-4251.
★ 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. H. Harris, Local & Disp. Surgeon	Newport, Ark.	317 Third	26 and 27	501 Walnut	168.
★ Dr. T. L. Adair	Bald Knob, Ark.	Collison Bldg.	161	Bald Knob	18.
★ Dr. J. W. Cotner	Kensett, Ark.	Kensett	669.	Kensett	552.
★ Dr. J. D. Kinley	Beebe, Ark.		22.	Beebe	60.
★ Dr. D. W. Sloan	Beebe, Ark.		40.	Beebe	89.
★ Dr. C. Y. Washburn, Local Surgeon	Cabot, Ark.	Cabot	146.	Cabot, Ark.	74R.
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.	606 Seventh	915	1210 Thirteenth	914.
EMERGENCY STATION	Gurdon, Ark.		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. G. G. Hairston, Local Surgeon	Prescott, Ark.	307 East Third	198	311 East Third	587.
★ Dr. J. W. Branch, Local Surgeon	Hope, Ark.	426 South Main	7-3471.	1801 South Main	7-4510.
★ 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. J. W. Murry	Texarkana, Ark.	320 East Fifth	22-1322	1701 Beech	22-5272.
★ Dr. R. R. Brunazzi	Texarkana, Ark.	Sixth and Walnut	3-5141	2601 Olive	3-6230.
★ Dr. W. D. Smith Asst. Surgeon	Hot Springs, 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	Glenwood, Ark.	Medical Arts Building			
★ Dr. M. H. Wilmoth	Norman, Ark.	Glenwood	108	Glenwood	60.
★ Dr. J. B. Stueart	Nashville, Ark.	Norman	34.	Norman	
★ Dr. W. H. Toland	Nashville, Ark.	115 South Main	185	204 South Fourth	255.
★ Dr. E. V. Dildy	Camden, 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. J. P. McAlister	Camden, Ark.	109 Washington	6617.	416 Graham	6-2350.
★ 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.