

DIVISION OFFICERS

C. C. COURTWAY.....Superintendent.....Poplar Bluff, Mo.
J. C. LOVE.....Assistant Superintendent...Wynne, Ark.
V. G. DYER.....Trainmaster.....Wynne, Ark.
E. K. LUCY.....Division Trainmaster.....Wynne, Ark.
C. R. BARNES.....Road Foreman of Engines..Wynne, Ark.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

MEMPHIS DIVISION

TIMETABLE

No. 6

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

CENTRAL STANDARD TIME

Superseding Timetable No. 5, effective Oct. 28,
1954, 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 SEPT. 15, 1954.

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When properly authorized, rules may be cancelled, superseded or changed by: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

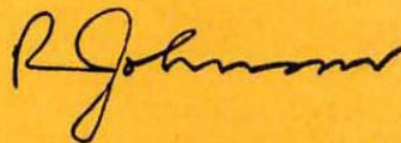
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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.

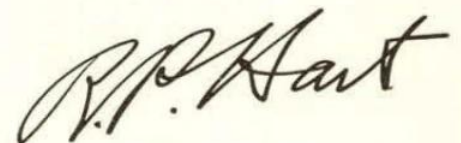
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Stations	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Memphis.....	Mfs.....219	N. C. St.-L....102	8:30 a. m.	30 Min.	For revenue passengers.
".....	".....219	L. & N.....101	8:30 a. m.	30 Min.	" " "
".....	".....219	Sou.....45	8:30 a. m.	30 Min.	" " "
".....	".....201	L. & N.....103	8:50 p. m.	20 Min.	" " "
".....	L. & N.....102	Mfs.....202	7:40 a. m.	10 Min.	" " "
".....	".....104	".....220	8:25 p. m.	10 Min.	" " "
".....	Sou.....36	".....202	9:40 a. m.	10 Min.	" " "
".....	".....46	".....220	7:45 p. m.	30 Min.	" " "
Bald Knob.....	Mfs.....220	Ark.....220		Indefinitely	For connection.
".....	".....202	".....202		"	" " "
".....	Ark.....219	Mfs.....219		"	" " "
".....	".....201	".....201		"	" " "
McGehee.....	La-LR.....103	".....335	8:40 p. m.	20 Min.	For revenue passengers.
".....	".....132	".....335	9:10 p. m.	10 Min.	" " "
".....	Mfs.....334	La-LR.....116	10:00 a. m.	30 Min.	For revenue passengers and U. S. Mail.

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

EXPLANATION OF STOPS:

s—Regular stop.
f—Stop on signal for passengers, mail, baggage and express.

EXPLANATION OF CHARACTERS

Ⓡ Radio Base Station.
D —Diesel Fuel Oil.
T —Turntable.
W —Water.
Y —Wye.
‡ —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.

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

Station	Miles from St. Louis	Train Numbers
Latour Subdiv.:		
Lake View.....	338.68	f 334 f 335
Wabash.....	341.42	f 334 f 335
Ratio.....	353.02	f 334 f 335
Lundell.....	358.64	f 334 f 335
Crumrod.....	361.80	f 334 f 335
Deerfield.....	366.13	f 334 f 335
Stimson.....	372.16	f 334 f 335
Benzal.....	377.98	f 334 f 335
Yancopin.....	383.24	f 334 f 335
Kelso.....	393.98	f 334 f 335

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

Station	Miles from St. Louis	Train Numbers
Clarendon Subdiv.:		
Lake Ridge.....	331.62	f 890 f 891
Kendall.....	332.62	f 890 f 891
Hicks.....	341.91	f 890 f 891
Walker.....	351.39	f 890 f 891
Brinkley Subdiv.:		
Raymond.....	352.69	f 895 f 894
Smale.....	357.84	f 895 f 894
Towle.....	358.37	f 895 f 894
Rich.....	362.47	f 895 f 894
Stoops.....	364.95	f 895 f 894
Emmons.....	365.96	f 895 f 894

MEMPHIS SUBDIV.—BETWEEN BRIARK AND BALD KNOB

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
FIRST CLASS					No. 6				FIRST CLASS			
201 Passenger		219 Passenger			November 20, 1955				202 Passenger		220 Passenger	
Daily		Daily		STATIONS				Daily				
	8 30PM		8 00AM	378.78	LS. MEMPHIS (UNION STATION).....	XG 93			7 00AM		7 00PM	
				378.31	.....SOUTH WYE CONN.....						
				378.19	.....KENTUCKY STREET, TENN.....	XG 93	Yd.				
				375.84	.....BRIDGE JCT., ARK.....	XG 88					
	8 45PM		8 10AM	375.25	Note: { CS..... BRIARK	XG 87	50	6 38AM		6 38PM		
	8 48		8 13	372.16		P.....ALMONT.....	XG 84	60	6 34		6 35	
				370.05	P.....S. L.-S. F. CROSSING.....							
	8 53		8 17	368.03	P.....GAVIN.....	XG 80	85	6 30		6 30		
				363.17	P.....VINCENT.....	XG 78						
	9 01		8 23	361.52	LS.....CRAWFORDSVILLE.....	XG 74	70	\$ 6 24		6 23		
				357.90	P.....HANOVER.....	XG 70	51	6 17		6 19		
				352.12	LS.....EARLE.....	XG 64	47	\$ 6 10		\$ 6 13		
				346.93	LS.....PARKIN.....	XG 59		\$ 6 01		6 05		
				346.33	P.....DUNN.....	XG 58	58	5 59		6 04		
				342.50	P.....BELKNAP.....	XG 55	53	5 55		6 00		
				337.58	P.....LEVESQUE.....	XG 50	57	5 50		5 55		
	\$ 9 43		\$ 9 00	332.44	CS.....WYNNE.....DWY}.....	C 304	Yd.	\$ 5 42		\$ 5 47		
				332.42	.....Paragould Subdiv. Crossing.....						
				332.00	P.....MD SIDING.....		75	5 36		5 45		
				324.77	P.....HAMLIN.....	XG 37	73	5 27		5 37		
				318.87	LS.....FAIR OAKS.....	XG 31	105	f 5 17	265	5 30		
				318.86	P.....ST. L. S. W. CROSSING.....							
				315.19	P.....MORTON.....	XG 27						
				309.32	LS.....MCCRORY.....	XG 21	70	\$ 5 06		\$ 5 19		
				300.09	LS.....NEW AUGUSTA.....	XG 12	128	\$ 4 55		\$ 5 07		
				298.55	P.....DRAW BRIDGE.....							
				293.63	P.....RIO VISTA.....	XG 6						
				292.88	P.....RG SIDING.....	XG 5	75	4 43		4 56		
				288.30	.....NORTH WYE CONN.....						
	\$ 10 35PM		\$ 10 00AM		CS.....BALD KNOB.....	Y X 288	Yd.	4 35AM		4 50PM		
					.....LITTLE ROCK.....			3 30AM		3 45PM	
	Daily		Daily		90.92			Daily		Daily		

Note 1.—Between Briark and Almont, Automatic Block, Signal Indication, both Opposing and Following Movements.
Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

MEMPHIS SUBDIV.—BRIARK TO BALD KNOB

Station Numbers	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955	TRAINS SOUTHWARD							
			SECOND CLASS							
			265 Red Ball Freight Daily	291 Local Freight Mon., Wed., Fri.	267 Red Ball Freight Daily	367 Red Ball Freight Daily				
		STATIONS								
XG 93	380.73	CS. MEMPHIS (SARGENT YARD)®	1 30AM	6 15AM	8 30PM	10 30PM				
	378.31	..... SOUTH WYE CONN.								
XG 93	378.19	..... KENTUCKY STREET, TENN.								
XG 88	375.84	..... BRIDGE JCT. ARK.								
XG 87	375.25	CS. BRIARK	2 10AM	6 55AM	9 10PM	11 10PM				
XG 84	372.16	P. ALMONT	2 15	7 05	9 16	11 15				
	370.05	P. S. L.-S. F. CROSSING								
XG 80	368.03	P. GAVIN	2 21	7 15	9 23	11 21				
XG 75	363.17	P. VINCENT								
XG 74	361.52	LS. CRAWFORDSVILLE	2 29	7 30	9 32	11 30				
XG 70	357.90	P. HANOVER	2 40	7 45	9 48	11 35				
XG 64	352.12	LS. EARLE	2 52	8 33 219	9 56	11 43				
XG 59	346.93	LS. PARKIN	3 02	9 05	10 03	11 50				
XG 58	346.33	P. DUNN	3 05	9 30	10 05	11 52				
XG 55	342.50	P. BELKNAP	3 15 268	9 48	10 20	11 57PM				
XG 50	337.58	P. LEVESQUE	3 24 266	10 12	10 30	12 03AM				
C 304	332.44	CS. WYNNE..... DWY§	3 55	10 40	10 40	12 20AM				
	332.42	A B S Paragould Subdiv. Crossing								
	332.00	P. MD SIDING	4 20	11 15	10 45					
XG 37	324.77	P. HAMLIN	4 40	11 35	11 01					
XG 31	318.87	LS. FAIR OAKS	5 17 202	11 50AM	11 15					
	318.86	P. ST. L. S. W. CROSSING								
XG 27	315.19	P. MORTON								
XG 21	309.32	LS. McCRODY	5 35	12 40PM	11 45PM					
XG 12	300.09	LS. NEW AUGUSTA	6 05 290	1 00	12 05AM					
	298.55	P. DRAW BRIDGE {White River								
XG 6	293.63	P. RIO VISTA								
XG 5	292.88	P. RG SIDING	6 25	1 30	12 30					
	288.30	..... NORTH WYE CONN.								
X 288		CS. BALD KNOB..... Y	6 45AM	1 45PM	1 00AM					
		..... NO. LITTLE ROCK.....	10 00AM		4 30AM					
	92.87		Daily	Mon., Wed., Fri.	Daily	Daily				

Note 1.—Between Briark and Almont, Automatic Block, Signal Indication, both Opposing and Following Movements. Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

MEMPHIS SUBDIV.—BALD KNOB TO BRIARK

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Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 6		TRAINS NORTHWARD							
		November 20, 1955		SECOND CLASS							
		STATIONS		268 Red Ball Freight Daily	266 Red Ball Freight Daily	364 Red Ball Freight Daily	290 Local Freight Tues., Thurs., Sat.	272 Red Ball Freight Daily			
Yd.	380.73	CS..	MEMPHIS (SARGENT YARD) @	5 30AM	6 00AM		8 00AM	11 55AM	6 30PM		
	378.31		SOUTH WYE CONN								
Yd.	378.19		KENTUCKY STREET, TENN								
	375.84		BRIDGE JCT., ARK								
	375.25	Note 1	CS.....	BRIARK	4 14AM	4 31AM	6 17AM	10 54AM	5 21PM		
	372.16		P.....	ALMONT	4 10	4 27	6 13	10 50	5 17		
	370.05		P.....	S. L.-S. F. CROSSING							
	368.03		P.....	GAVIN	4 03	4 17	6 08	10 30	5 12		
	363.17		P.....	VINCENT							
	361.52		LS.....	CRAWFORDSVILLE	3 53	4 07	5 58	10 15	5 00		
	357.90		P.....	HANOVER	3 48	3 59	5 48	10 00	4 54		
	352.12		LS.....	EARLE	3 38	3 50	5 37	9 46	4 45		
	346.93		LS.....	PARKIN	3 27	3 41	5 27	9 26	4 37		
	346.33		P.....	DUNN	3 25	3 39	5 25	9 16	4 35		
	342.50	P.....	BELKNAP	3 15 ²⁶⁵	3 32	5 16	9 05	4 29			
	337.58	P.....	LEVESQUE	3 05	3 24 ²⁶⁵	5 06	8 48 ²¹⁹	4 21			
Yd.	332.44	A B S	CS.....	WYNNE DWY	2 50	3 15	4 45AM	8 30	4 10		
	332.42			Paragould Subdiv. Crossing							
	332.00		P.....	MD SIDING	2 30	2 59		8 15	4 05		
	324.77		P.....	HAMLIN	2 21	2 50		7 45	3 53		
	318.87		LS.....	FAIR OAKS	2 13	2 42		7 30	3 44		
	318.86		P.....	ST. L. S. W. CROSSING							
	315.19		P.....	MORTON							
	309.32		LS.....	MCCRORY	2 01	2 30		7 00	3 27		
	300.09		LS.....	NEW AUGUSTA	1 48	2 18		6 05 ²⁶⁵	3 12		
	298.55		P.....	DRAW BRIDGE							
	293.63	P.....	RIO VISTA								
	292.88	P.....	RG SIDING	1 37	2 07		5 15	3 00			
	288.30		NORTH WYE CONN								
Yd.			CS.....	BALD KNOB Y	1 30AM	2 00AM		5 00AM	2 50PM		
				NO. LITTLE ROCK		12 15AM			1 00PM		
				92.87	Daily	Daily	Daily	Tues., Thurs., Sat.	Daily		

Note 1.—Between Briark and Almont, Automatic Block, Signal Indication, both Opposing and Following Movements. Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

BRINKLEY SUBDIV.—BETWEEN BB JCT. AND BRINKLEY

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 6		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					November 20, 1955				SECOND CLASS			
		895 Local Freight			STATIONS						894 Local Freight	
		Mon., Wed., Fri.						Mon., Wed., Fri.				
		s 9 00AM	348.98	P.....	BB JCT.	Y		s 12 10PM				
		s 9 20	355.04		BLACKTON	CL 6	17	s 11 50AM				
		s 9 34	359.62		MONROE	CL 11	17	s 11 36				
		s 10 10AM	371.61		ST. L. S. W. CROSSING							
			371.96		BRINKLEY	CL 23	8	11 00AM				
		Mon., Wed., Fri.			22.98			Mon., Wed., Fri.				

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

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CLARENDON SUBDIV.—BETWEEN BARTON JCT. AND CLARENDON

TRAINS SOUTHWARD				Station Numbers	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955	Siding Capacity in Cars	Miles from Clarendon	TRAINS NORTHWARD				
SECOND CLASS									SECOND CLASS				
		891 Local Freight	Daily Ex. Sunday								890 Local Freight	Daily Ex. Sunday	
						STATIONS							
			\$ 7 30AM	C 353	329.26	P.....BARTON JCT.....		35.52			1 45PM		
			\$ 7 35	CK 12	329.74	0.48.....BARTON.....	7	35.04	\$	1 35			
			\$ 7 48	CK 17	334.49	4.75.....POPLAR GROVE.....		30.29	\$	1 20			
			\$ 8 20	CK 21	338.03	3.54 LS.....MARVELL.....	10	26.75	\$	1 10			
			\$ 8 36	CK 27	344.31	6.28.....POSTELLE.....	9	20.47	\$	12 34			
			f 8 42	CK 29	346.74	2.43.....PALMER.....	11	18.04	f	12 27			
			\$ 8 48		348.98	P.....BB JCT.....		15.80	\$	12 20			
			\$ 8 55	CK 32	349.65	0.67.....PINE CITY.....	9	15.13	\$	12 15PM			
			\$ 9 20	CK 37	354.57	4.92 LS.....HOLLY GROVE.....	22	10.21	\$	11 50AM			
					364.43	9.86.....ST. L. S. W. CROSSING.....		0.35					
			10 00AM	CK 47	364.78	0.35 LS.....CLARENDON.....	Y Yd.	0.00		11 00AM			
			Daily Ex. Sunday			35.52			Daily Ex. Sunday				

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

MARIANNA SUBDIV.—BETWEEN C. R. I. & P. JCT. AND MARIANNA JCT.

TRAINS SOUTHWARD				Station Numbers	Siding Capacity in Cars	TIMETABLE No. 6 November 20, 1955	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS									SECOND CLASS			
		365 Red Ball Freight	397 Local Freight								396 Local Freight	366 Red Ball Freight
		Daily	Mon., Wed., Fri.			STATIONS			Tues., Thurs., Sat.	Daily		
		10 00PM	7 00AM			CS.MEMPHIS (SARGENT YARD). ®	XG 93	Yd.	1 00PM	1 30PM		
						LS.MEMPHIS (UNION STATION)..	XG 93					
						0.47.....SOUTH WYE CONN.....						
						0.12.....KENTUCKY STREET, TENN.....						
						2.35.....BRIDGE JCT, ARK.....	XG 88					
		10 35	7 30			0.59 CS.....BRIARK.....	XG 87		12 15	12 20PM		
		10 50PM	7 45AM	355.64	P.....C. R. I. & P. JCT...}	4.00.....WIMEF.....			12 01PM	11 52AM		
				355.54	0.10.....TENARK.....	9.13.....NEUHARDT.....	CH 43	75	11 55AM	11 40		
		10 53	7 50	354.54	P.....CHATFIELD.....	5.46.....HUGHES.....	CH 42	54	11 36	11 20		
		11 10	8 10	345.41	LS.....BLED SOE.....	4.49.....BRICKEYS.....	CH 27	27	11 20	11 01		
		11 20	8 25	339.95	P.....MARIANNA JCT.....	12.43.....MARIANNA.....	CH 22	85	10 45 396	10 45 396		
		11 30	8 50	334.38	LS.....	0.04	CH 17		9 50	10 29		
		11 40	9 05	329.89	P.....		CH 12	30	9 28	10 10 397		
		11 50PM	10 10 366	324.96					9 00	9 40		
		12 13AM	11 15	313.09					8 39AM	9 39AM		
		12 14AM	11 20AM	313.13								
		Daily	Mon., Wed., Fri.			43.11			Tues., Thurs., Sat.	Daily		Daily

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

PARAGOULD SUBDIV.—BETWEEN KNOBEL AND HELENA

7

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
FIRST CLASS					No. 6	November 20, 1955	FIRST CLASS						
	335 Passenger	337 Passenger					334 Passenger			336 Passenger			
	Daily	Daily		STATIONS		Daily	Daily						
			198.55	CS.....KNOBEL.....Y	X 199	Yd.							
			211.33	P.....GAINESVILLE.....	XF 13	63							
			219.29	P.....PARAGOULD.....	C 243								
			219.39	.....ST. L. S. W. CROSSING.....								
			219.93	CS...PARAGOULD YARD...DTW		Yd.							
			226.33	P.....TUNIS.....	C 250	110							
			231.30	P.....BROOKLAND.....	C 255	110							
			237.16	P.....DOSS.....	C 261	112							
			238.07	.....S. L.-S. F. CROSSING.....								
			238.15	LS.....NETTLETON.....	C 262								
			240.40	P.....FALLIS.....	C 264	50							
			245.86	P.....CARY.....	C 269	112							
			251.66	P.....GREENFIELD.....	C 275	82							
			256.71	LS.....HARRISBURG.....	C 280	106							
			262.47	P.....WHITE HALL.....	C 286	51							
			267.86	LS.....CHERRY VALLEY.....	C 291	105							
			274.32	.....VANNDALE.....	C 298	130						
			280.32	CS.....WYNNE.....DWY	C 304	Yd.							
			280.35	.....MEMPHIS SUBDIV. CROSSING.....								
			281.17	P.....PD SIDING.....	C 305	115							
			284.71	P.....Q SIDING.....	C 308	72							
			290.92	P.....CALDWELL.....	C 314	113							
			294.92	P.....ROSINE.....	C 318	104							
			295.72	LS.....FORREST CITY.....	C 319	21							
			295.93	.....C. R. I. & P. CROSSING.....								
			296.40	P.....DX SIDING.....	C 320	39							
			301.96	P.....AW SIDING.....	C 326	114							
			313.09	.....MARIANNA JCT.....								
			313.13	CS.....MARIANNA.....Y	C 337								
			313.50	P.....RA SIDING.....	C 339	112							
			319.30	P.....GK SIDING.....	C 343	114							
			324.20	P.....NORTH LEXA.....									
			325.40	.....LD JCT.....								
	6 02PM ₃₃₆	11 33AM ₃₃₄	325.56	CS.....LEXA.....W	C 349	Yd.	11 32AM ₃₃₇	6 01PM ₃₃₅					
	6 06PM	11 35	326.71	P.....CC JCT.....Y			11 27AM	5 59					
		11 40	331.83	P.....H. S. W. CONN.....Y				5 52					
		11 50	333.35	P.....WH SPUR.....				5 44					
		s 11 59AM	337.25	.....HELENA YARD.....				5 40PM				
			338.54	.....I. C. CROSSING.....								
			338.63	LS.....HELENA.....WY	CJ 12	Yd.							
	Daily	Daily		140.08			Daily	Daily					

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

295.72
 280.35

 15.37
 2

 30.74

PARAGOULD SUBDIV.—KNOBEL TO HELENA

Station Numbers	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955		TRAINS SOUTHWARD														
				SECOND CLASS														
				365 Red Ball Freight Daily	363 Red Ball Freight Daily	399 Red Ball Freight Daily	361 Red Ball Freight Daily	391 Local Freight Mon., Wed., Fri.	397 Local Freight Mon., Wed., Fri.	369 Red Ball Freight Daily								
STATIONS																		
X 199	198.55	CS	KNOBEL	Y														
XF 13	211.33	P	GAINESVILLE			1 15AM												
C 243	219.29	P	PARAGOULD			1 35												
	219.30		ST. L. S. W. CROSSING															
	219.93	CS	PARAGOULD YARD	DTWI					3 30AM	4 45AM								1230PM ³⁶⁰
C 250	226.33	P	TUNIS			2 45			3 50	5 05 ³⁷⁰								12 50
C 255	231.30	P	BROOKLAND			3 03			3 58	5 20								12 58
C 261	237.16	P	DOSS			3 13			4 08	5 30								1 08
	238.07		S. L.-S. F. CROSSING															
C 262	238.15	LS	NETTLETON			3 15			4 10	5 35								1 10
C 264	240.40	P	FALLIS			3 20			4 15 ³⁷⁰	5 40								1 15 ³⁹⁰
C 269	245.86	P	CARY			3 31			4 25	5 50								1 25
C 275	251.66	P	GREENFIELD			3 44 ³⁷⁰			4 33	6 00								1 33
C 280	256.71	LS	HARRISBURG			3 55			4 41	6 50								1 41
C 286	262.47	P	WHITE HALL			4 07			4 49	7 03								1 49
C 291	267.86	LS	CHERRY VALLEY			4 17			4 57	7 20								1 59
C 298	274.32		VANNDALE			4 30			5 07	7 35								2 10
C 304	280.32	CS	WYNNE	DWY		4 45AM			5 20	8 15								3 00
	280.35		MEMPHIS SUBDIV. CROSSING															
C 305	281.17	P	PD SIDING						5 22	9 28 ³⁶⁰								3 02
C 308	284.71	P	Q SIDING						5 27	9 40								3 09
C 314	290.92	P	CALDWELL						5 32	9 55								3 25
C 318	294.92	P	ROSINE						5 38	10 15								3 31
C 319	295.72	LS	FORREST CITY						5 40	10 25								3 33
	295.93		C. R. I. & P. CROSSING															
C 320	296.40	P	DX SIDING						5 43	11 00								3 36
C 326	301.96	P	AW SIDING						5 53	11 25								3 51
	313.09		MARIANNA JCT.			12 13AM			6 20	11 40	11 15AM							4 15
C 337	313.13	CS	MARIANNA	Y		12 14			6 21	11 50AM	11 20							4 16
C 339	313.50	P	RA SIDING			12 16			6 22	12 15PM	11 22							4 18
C 343	319.30	P	GK SIDING			12 24 ³⁷⁰			6 32 ³⁹⁰	12 25	11 35AM							4 32
	324.20	P	NORTH LEXA			12 31			6 50 ³⁹⁰	12 35	12 10PM							4 45
	325.40		LD JCT			12 46AM		2 30AM	7 30AM ³⁹⁶	12 40PM	12 15PM							5 30PM
C 349	325.56	CS	LEXA	W				2 33										
	326.71	P	CC JCT	Y				2 38										
	331.83	P	H. S. W. CONN.	Y				2 46										
	333.35	P	WH SPUR															
	337.25		HELENA YARD					3 00										
	338.54		I. C. CROSSING															
CJ 12	338.63	LS	HELENA	WY				3 05AM										
	140.08					Daily	Daily	Daily	Daily	Mon., Wed., Fri.	Mon., Wed., Fri.	Daily						

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

325.56
313.09
38.65
43.11
81.76

240.40
219.93
30.47

PARAGOULD SUBDIV.—HELENA TO KNOBEL

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955	TRAINS NORTHWARD							
			SECOND CLASS							
			368 Red Ball Freight	398 Red Ball Freight	390 Local Freight	360 Red Ball Freight	396 Local Freight	366 Red Ball Freight	370 Red Ball Freight	
STATIONS			Daily	Daily	Tues., Thurs., Sat.	Daily	Tues., Thurs., Sat.	Daily	Daily	
Yd.	198.55	CS.....KNOBEL.....Y	4 10AM							
		12.78								
63	211.33	P.....GAINESVILLE.....	3 15							
		7.96								
219	29.29	P.....PARAGOULD.....	2 55							
		0.10								
219	39	.....ST. L. S. W. CROSSING.....								
		0.54								
Yd.	219.93	CS..PARAGOULD YARD...DTW	{ 2 45 } { 2 00 } ³⁶³		2 00PM	12 30PM ³⁶⁹				5 30AM
		6.40								
110	226.33	P.....TUNIS.....	1 42		1 50	12 05PM				5 05 ³⁹¹
		4.97								
110	231.30	P.....BROOKLAND.....	1 35		1 40	11 52AM				4 47
		5.86								
112	237.16	P.....DOSS.....	1 27		1 30	11 38				4 20
		0.91								
238	07	.....S. L.-S. F. CROSSING.....								
		0.08								
238	15	LS.....NETTLETON.....	1 25		1 25	11 36				4 18
		2.25								
50	240.40	P.....FALLIS.....	1 20		1 15 ³⁶⁹	11 30				4 15 ³⁶¹
		5.46								
112	245.86	P.....CARY.....	1 11		12 55	11 15				3 58
		5.80								
82	251.66	P.....GREENFIELD.....	1 03		12 45	10 58				3 44 ³⁶³
		5.05								
106	256.71	LS.....HARRISBURG.....	12 55		12 30PM	10 43				3 15
		5.76								
51	262.47	P.....WHITE HALL.....	12 47		11 58AM	10 25				2 58
		5.39								
105	267.86	LS.....CHERRY VALLEY.....	12 39		11 40	10 08				2 43
		6.46								
130	274.32	TP.....VANNDALE.....	12 30		11 20	9 48				2 27
		6.00								
Yd.	280.32	CS.....WYNNE.....DWY	12 20AM		11 05	9 30				2 10
		0.03								
280	35	.....MEMPHIS SUBDIV. CROSSING.....								
		0.82								
115	281.17	P.....PD SIDING.....			10 00	9 28 ³⁹¹				2 08
		3.54								
72	284.71	P.....Q SIDING.....			9 40	9 18				1 59
		6.21								
113	290.92	P.....CALDWELL.....			9 20	9 02				1 43
		4.00								
104	294.92	P.....ROSINE.....			8 50 ³⁶⁰	8 50 ³⁹⁰				1 32
		0.80								
21	295.72	LS.....FORREST CITY.....			8 00	8 48				1 30
		0.21								
295	93	.....C. R. I. & P. CROSSING.....								
		0.47								
39	296.40	P.....DX SIDING.....			7 40	8 45				1 28
		5.56								
114	301.96	P.....AW SIDING.....			7 25	8 28				1 14
		11.13								
313	09	.....MARIANNA JCT.....			7 03	7 53	9 00AM	9 40AM		12 45
		0.04								
313	13	CS.....MARIANNA.....Y			7 00	7 52	8 39	9 39		12 44
		0.37								
112	313.50	P.....RA SIDING.....			6 45	7 50	8 00	9 36		12 40
		5.80								
114	319.30	P.....GK SIDING.....			6 32 ³⁶¹	7 32	7 40	9 25		12 24 ³⁶⁵
		4.90								
324	20	P.....NORTH LEXA.....			6 05	7 15	7 25	9 15		12 15AM
		1.20								
325	40	.....LD JCT.....		4 50AM	6 00AM	6 50AM ³⁶¹	7 15AM ³⁶¹	9 05AM		11 45PM
		0.16								
Yd.	325.56	CS.....LEXA.....W		4 48						
		1.15								
326	71	P.....CC JCT.....Y		4 44						
		5.12								
331	83	P.....H. S. W. CONN.....Y		4 31						
		1.52								
333	35	P.....WH SPUR.....								
		3.90								
337	25	.....HELENA YARD.....		4 10						
		1.29								
338	54	.....I. C. CROSSING.....								
		0.09								
Yd.	338.63	LS.....HELENA.....WY		4 00AM						
		140.08	Daily	Daily	Tues., Thurs., Sat.	Daily	Tues., Thurs., Sat.	Daily	Daily	

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

10 LATOUR SUBDIV.—LD JCT. TO MCGEHEE

Station Numbers	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955		TRAINS SOUTHWARD					
				FIRST CLASS		SECOND CLASS			
				335 Passenger		365 Red Ball Freight	891 Local Freight	361 Red Ball Freight	395 Local Freight	369 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Mon., Wed., Fri.	Daily	
.....	325.40	LD JCT.....	.....	.....	12 46AM	7 15AM	7 30AM	7 40AM	5 30PM
C 349	325.56	CS.....LEXA.....W	.....	.....	12 48	7 17	7 32	7 45	5 32
.....	326.73	P.....DD JCT.....Y	6 10PM	.....	12 50	7 25	7 35	7 48	5 35
C 353	329.26	P.....BARTON JCT.....	6 13	.....	12 54	7 30AM	7 41	7 55	5 40
C 354	329.72	.....BJ SIDING.....	6 15	.....	12 56	.....	7 43	8 00	5 42
C 359	335.31	P.....ONEIDA.....	s 6 23	.....	1 05	.....	7 53	8 15 ³⁶⁶	5 53
C 363	339.89	P.....LA SIDING.....	6 30	.....	1 12	.....	8 03 ³⁶⁶	8 32	6 02
C 371	347.18	CS.....ELAINE.....	s 6 42	.....	1 23	.....	8 21	9 05	6 15
C 380	356.64	LS.....MELLWOOD.....	s 6 56	.....	1 38	.....	8 45	9 45	6 33
C 386	362.29	P.....FERGUSON.....	7 04	.....	1 47	.....	9 15	10 34 ³³⁴	6 44
C 392	368.89	LS.....SNOW LAKE.....	s 7 14	.....	1 57	.....	9 30	10 45	6 56
C 399	375.00	P.....MOZART.....	f 7 24	.....	2 07	.....	9 45 ³⁹⁴	11 00	7 07
.....	377.87	P.....DRAW BRIDGE..... <small>{ White River</small>	.....	.....	.....	.....	.....	.....	.....
C 405	381.14	P.....MEDINA.....	f 7 32	.....	2 17	.....	10 07 ³³⁴	11 25AM	7 25
.....	382.00	P.....DRAW BRIDGE..... <small>{ Arkansas River</small>	.....	.....	.....	.....	.....	.....	.....
C 411	387.07	LS.....WATSON.....	s 7 46 ³⁶⁹	.....	2 27	.....	10 30	12 25PM	7 46 ³³⁵
C 420	396.48	TP.....ROHWER.....	s 7 58	.....	2 42	.....	10 50	12 50	8 27
C 426	402.53	P.....McARTHUR.....	f 8 07	.....	2 51	.....	11 05	1 30	8 37 ³⁷⁰
C 432	408.12	ABS { CS.....McGEHEE.....DTWY	s 8 20PM ³⁷⁰	.....	3 00AM ³⁶⁰	.....	11 30AM	2 00PM	9 00PM
		82.72	Daily		Daily	Daily Ex. Sunday	Daily	Mon., Wed., Fri.	Daily

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

LATOUR SUBDIV.—MCGEHEE TO LD JCT.

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 6 November 20, 1955		TRAINS NORTHWARD					
				FIRST CLASS		SECOND CLASS			
				334 Passenger		360 Red Ball Freight	366 Red Ball Freight	394 Local Freight	890 Local Freight
		STATIONS	Daily	Daily	Daily	Tues., Thurs., Sat.	Daily Ex. Sunday	Daily	
.....	325.40	LD JCT.....	.....	.....	6 50AM	8 35AM	12 30PM	2 00PM	11 45PM
.....	325.56	CS.....LEXA.....W	.....	.....	6 47	8 33	12 10	1 55	11 42
.....	326.73	P.....DD JCT.....Y	11 23AM	.....	6 44	8 31	12 06	1 50	11 38
.....	329.26	P.....BARTON JCT.....	11 20	.....	6 37	8 27	12 01PM	1 45PM	11 33
89	329.72	.....BJ SIDING.....	11 18	.....	6 35	8 25	11 57AM	.....	11 31
112	335.31	P.....ONEIDA.....	s 11 11	.....	6 23	8 15 ³⁹⁵	11 40	.....	11 19
84	339.89	P.....LA SIDING.....	11 05	.....	6 12	8 03 ³⁶¹	11 25	.....	11 07
104	347.18	CS.....ELAINE.....	s 10 56	.....	5 55	7 44	11 05	.....	10 51
111	356.64	LS.....MELLWOOD.....	s 10 44 ³⁹⁴	.....	5 33	7 25	10 44 ³³⁴	.....	10 33
100	362.29	P.....FERGUSON.....	10 34 ³⁹⁵	.....	5 20	7 12	10 25	.....	10 15
103	368.89	LS.....SNOW LAKE.....	s 10 26	.....	5 05	6 59	10 05	.....	10 00
100	375.00	P.....MOZART.....	f 10 17	.....	4 50	6 48	9 45 ³⁶¹	.....	9 48
.....	377.87	P.....DRAW BRIDGE..... <small>{ White River</small>	.....	.....	.....	.....	.....	.....	.....
87	381.14	P.....MEDINA.....	f 10 07 ³⁶¹	.....	4 30	6 35	9 00	.....	9 28
.....	382.00	P.....DRAW BRIDGE..... <small>{ Arkansas River</small>	.....	.....	.....	.....	.....	.....	.....
112	387.07	LS.....WATSON.....	s 9 58	.....	4 10	6 22	8 14	.....	9 08
104	396.48	TP.....ROHWER.....	s 9 46	.....	3 40	6 04	7 30	.....	8 49
111	402.53	P.....McARTHUR.....	f 9 37	.....	3 20	5 51	6 52	.....	8 37 ³⁶⁹
Yd.	408.12	ABS { CS.....McGEHEE.....DTWY	9 30AM	.....	3 00AM ³⁶⁵	5 30AM	6 30AM	.....	8 20PM ³³⁵
		82.72	Daily		Daily	Daily	Tues., Thurs., Sat.	Daily Ex. Sunday	Daily

Memphis Division (6)

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

329.12
325.40
3.72

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

- Paragould Subdiv. No. 337 is superior to No. 336.
- Paragould Subdiv. No. 399 is superior to No. 398.
- Brinkley Subdiv. No. 895 is superior to No. 894.
- Clarendon Subdiv. No. 891 is superior to No. 890.

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".....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, 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.

MILES PER HOUR

	Consist "A"		Consist "B"		Consist "C"			Consist "D"		
	Track without slow speed signs	Track without 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	Curves with slow speed signs
Memphis Subdivision:										
Between Bald Knob and Wynne.....	50	75	79	79		Speed		79	79	Five miles per hour
Between Wynne and Briark.....	50	65	70	70				70	70	above speed
Paragould Subdivision:										
Between Knob and Paragould.....	45	59	59	59		shown on		59	59	shown on
Between Paragould and Wynne.....	49	59	59	59				59	59	slow speed
Between Wynne and Helena.....	45	59	59	59				59	59	signs on
Latour Subdivision:	40	50	55	55		slow speed		55	55	Memphis
Marianna Subdivision:	35	45	50	50				50	50	Subdiv.
Clarendon Subdivision:	25	35	35	35				35	35	only
Brinkley Subdivision:	15	15	15	15		signs		15	15	

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

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

MISSOURI PACIFIC ENGINES

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		
4102 to 4103.....	75		
4104 to 4371.....	65		
4501 to 4526.....	65		
7000 to 7021.....	98		
	7100.....		
	90.....		
8001 to 8036.....	98		
9000 to 9022.....	35		
9102 to 9191.....	35		
9200 to 9239.....	35		

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

Motor Cars:
Passenger Motor
Car No. 670, with
mechanical drive
.....70

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

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:

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:

Memphis, Paragould, Marianna and Latour Subdivisions...	25
Clarendon and Brinkley Subdivisions.....	15

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 Remote Control 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"
Over through truss spans White River Drawbridge No. 2893.....	25	40
Over through truss spans White River Drawbridge No. 3778.....	30	30
Over through truss spans Ark. River Drawbridge No. 3814.....	30	30
Over through truss spans St. Francis River Bridge No. 9.....	20	30

All trains must move at restricted speed approaching Yazoo, Pontotoc, St. Francis and Missouri street crossings Helena.

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

Memphis Subdiv.:

15	288	13	Sig- nal	2880	15	Sig- nal	2880	288	13
40	299	3	298	8	40	298	8	299	3
55	335	7	333	15	55	333	15	335	7
50	346	15	345	15	50	345	15	346	15
50	352	22	351	28	50	351	28	352	22
55	368	2	367	26	55	367	26	368	2

Marianna Subdiv.:

20	312	27	312	26	20	312	26	312	27
----	-----	----	-----	----	----	-----	----	-----	----

Paragould Subdiv.:

55	208	17	210	0	55	210	0	208	17
15	218	18	219	19	15	219	19	218	18
55	242	0	243	20	55	243	20	242	0
25	295	23	296	9	25	296	9	295	23
15	336	8	336	12	15	336	12	336	8
25	337	10	338	0	25	338	0	337	10
10	338	0	338	6	10	338	6	338	0

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

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

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 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.—Continued:

Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30

Bridge derrick cars 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.

3-F. Concluded:

Miles Per Hour

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.....	FRospect 1-0500, (MAin 1-1000, Station 730.		
HOSPITAL	Little Rock, Ark.....	1310 Lincoln.....	FR. 4-5058 and FR. 26221.		
★Dr. P. O. Thomas, District Surgeon.....	Little Rock, Ark.....	1310 Lincoln.....	FR. 4-5058 and FR. 26221.....	300 Ridgeway.....	MO. 6-1515.
★Dr. L. G. Holt, Asst. District Surgeon.....	Little Rock, Ark.....	1310 Lincoln.....	FR. 4-5058 and FR. 26221.....	5700 Country Club.....	MO. 3-8907.
★Dr. S. C. Fulmer, Physician in Charge.....	Little Rock, Ark.....	1310 Lincoln.....	FR. 4-5058 and FR. 26221.....	2018 Wolfe.....	FR. 5-8698.
★★Dr. F. C. Maguire.....	New Augusta, Ark.....	Augusta.....	38.....	Augusta.....	98.
★★Dr. J. W. Morris.....	McCrory, Ark.....	McCrory.....	34.....	McCrory.....	42.
★★Dr. H. S. Watson.....	Earle, Ark.....	Earle.....	185.....	Earle.....	185.
★Dr. T. S. Hare.....	Crawfordsville, Ark.....	Masonic Building.....	38-2 rings.....	Crawfordsville.....	38-3 rings.
EMERGENCY STATION	Memphis, Tenn.....	1418 Exchange Building.....	8-4826 or 2-2138.		
★Dr. J. O. Gordon, Div. Surgeon.....	Memphis, Tenn.....	1118 Madison Ave. Clinic 8.....	2-0791 or 36-3361.....	3437 Central.....	4-3678.
★Dr. H. S. Rhea, Asst. Div. Surgeon.....	Memphis, Tenn.....	2348 Deadrick.....	48-8533.....	217 East Edwin Circle.....	48-8631.
Dr. P. M. Lewis.....	Memphis, Tenn.....	1224 Exchange Building.....	373530.....	3910 North Gallaway Drive.....	4-7170.
Dr. C. D. Blasingame.....	Memphis, Tenn.....	899 Madison.....	86344.....	620 McLean.....	7-0515.
EMERGENCY STATION	Paragould, Ark.....	900 Kingshighway.....	CE. 27733.		
★Dr. A. H. Maddox.....	Paragould, Ark.....	114 North Pruett.....	CE. 27641 and CE. 27733.....	808 West Kingshighway.....	CE. 63149.
★Dr. E. D. McKelvey, Resident Surgeon.....	Paragould, Ark.....	114 North Pruett.....	CE. 64341 and CE. 27733.....	317 West Highland.....	CE. 63252.
★★Dr. J. C. Paris.....	Jonesboro, Ark.....	211 East Washington.....	2423.....	730 North Cherry.....	2632.
★★Dr. J. Venser.....	Harrisburg, Ark.....	Venser Clinic.....	128.....	Harrisburg.....	50.
★Dr. T. Wilson, Div. Surgeon.....	Wynne, Ark.....	518 Merriman.....	160.....	Hamilton.....	195.
★Dr. T. G. Price, Joint Div. Surgeon.....	Wynne, Ark.....	518 Merriman.....	160.....	Poplar.....	245.
★★Dr. F. L. Proctor.....	Forrest City, Ark.....	112½ Front.....	416.....	416 East Hill.....	378.
★★Dr. C. E. Crawley.....	Forrest City, Ark.....	Crowley-Cogburn Clinic.....	182.....	Langbrum Drive.....	1210W.
★★Dr. M. McLendon.....	Marianna, Ark.....	111½ Poplar.....	392.....	504 Pearl.....	2.
EMERGENCY STATION	Helena, Ark.....	502 Solomon Building.....	Main 225.		
★Dr. C. P. McCarty.....	Helena, Ark.....	513 Porter.....	HI. 47401.....	517 Beech.....	HI. 43626.
★Dr. W. T. Paine.....	Helena, Ark.....	513 Porter.....	HI. 47401.....	532 Porter.....	HI. 43017.
★★Dr. E. McKnight.....	Brinkley, Ark.....	Bank of Brinkley.....	48J.....	215 Ash.....	48M.
★★Dr. C. McKnight.....	Brinkley, Ark.....	Murphy Building.....	5J.....	Brinkley.....	5M.
★★Dr. B. F. Pupata.....	Clarendon, Ark.....	Second Street.....	24.....	Second Street.....	214.
★★Dr. E. J. Chaffin.....	Hughes, Ark.....	Hughes.....	21M.....	Hughes.....	21R.
EMERGENCY STATION	McGehee, Ark.....	126 Pine.....	153.		
★Dr. B. T. Johnson.....	McGehee, Ark.....	Memorial Clinic.....	640.....	Sixth Street.....	300.
★Dr. S. B. Moss.....	McGehee, Ark.....	126 Pine.....	32.....	1007 North Second.....	316W.

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