

## DIVISION OFFICERS

- J. W. TREADWELL... Superintendent..... Little Rock, Ark.  
R. HICKMAN..... Assistant Superintendent,  
Little Rock Terminals  
..... North Little Rock, Ark.  
J. E. BERNHARDT... Assistant Superintendent,  
Memphis Terminal..... Memphis, Tenn.  
J. B. McCORMACK... Trainmaster,  
Little Rock Terminals  
..... North Little Rock, Ark.  
S. R. WALL ..... Trainmaster,  
Texarkana Terminals... Texarkana, Ark.  
J. B. HOBBS..... Trainmaster,  
Memphis, Hoxie and  
Doniphan Subdivs..... Little Rock, Ark.  
T. E. BOLSON..... Trainmaster,  
Little Rock, Gurdon,  
Hot Springs, Benton,  
Norman, Delight and  
Nashville Subdivs..... Little Rock, Ark.  
J. E. PEARSON..... Assistant Trainmaster,  
Little Rock, Gurdon,  
Hot Springs, Benton,  
Norman, Delight and  
Nashville Subdivs..... Gurdon, Ark.  
J. R. SCHERER..... Assistant Trainmaster,  
Gurdon Subdiv..... El Dorado, Ark.  
H. E. McMILLAN..... Assistant Trainmaster,  
Memphis Terminal..... Memphis, Tenn.  
G. BILLINGSLEY..... 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

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## ARKANSAS DIVISION

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# TIMETABLE No. 38

Effective 12:01 a. m. Sunday, Sept. 24, 1961

CENTRAL STANDARD TIME

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED.

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

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J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, Assistant General Manager.

## ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Memphis.....	Ark..... 219	L. & N..... 107	8:30 a. m.	30 Min.	For revenue passengers.
".....	"..... 219	"..... 101	8:30 a. m.	30 Min.	" " "
".....	"..... 219	Sou..... 45	8:30 a. m.	30 Min.	" " "
".....	"..... 201	L. & N..... 103	9:00 p. m.	30 Min.	" " "
".....	L. & N..... 102	Ark..... 202	7:40 a. m.	10 Min.	" " "
".....	Sou..... 36	"..... 202	9:40 a. m.	10 Min.	" " "
".....	"..... 46	"..... 220	7:45 p. m.	30 Min.	" " "
Little Rock.....	Ark..... 202	La. 132 & Ark. 2,32	3:40 a. m.	1 Hr.	For connection.
".....	"..... 1	Ark..... 201	1:25 a. m.	1 Hr.	" " "
".....	"..... 831	"..... 1		Indefinitely	" " "
".....	"..... 219	"..... 7	12:20 p. m.	1 Hr.	" " "
".....	"..... 220	"..... 8	4:50 p. m.	1 Hr.	For revenue passengers.
".....	"..... 8	"..... 220	4:45 p. m.	1 Hr.	For Hot Springs-Chicago sleeper.
".....	"..... 7	"..... 219	12:25 p. m.	1 Hr.	For connection.
".....	"..... 32	Ark. 832 & La. 132	12:50 a. m.	1 Hr.	" " "
".....	La..... 131	"..... 201	2:20 a. m.	1 Hr.	" " "
".....	"..... 131	"..... 1	2:20 a. m.	1 Hr.	For revenue passengers destined McGehee and beyond.
Hope.....	Ark..... 32	L. & A..... 4	8:40 p. m.	15 Min.	For revenue passengers.
".....	L. & A..... 3	Ark..... 1	5:30 a. m.	2 Hr.	For revenue passengers. If Train 1 is later than 5:30 a. m. Coach passengers will be handled through to Texarkana for movement on KCS Train 15.
Texarkana.....	Ark..... 2, 4	T. & P..... 2, 4, 222		Indefinitely	For connection.
".....	"..... 32	KCS..... 16	8:15 p. m.	30 Min.	For revenue passengers.
".....	"..... 8	T. & P..... 8 & 238	1:05 p. m.	30 Min.	For connection.
".....	T. & P..... 1, 221 & 3	Ark..... 1 & 25		Indefinitely	" " "
".....	"..... 7 & 237	"..... 7		"	" " "

### 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.
- m*—Stop daily except Sundays and Holidays, to receive or discharge first-class mail or express.
- No. 8—Stop Prescott on Sundays for 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

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

1

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 38 SEPTEMBER 24, 1961			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS			STATIONS		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			
8 45AM	11 48AM	2 04AM	371.45	P.	QQ JCT	Y X	371		2 40PM	10 15PM	2 10AM		
9 00	12 01PM	2 13	377.95 378.21	P.	SLOCOMB	XH	56	16	2 30	10 04	1 50		
9 10	f 12 11	s 2 20	382.66	P.	LONSDALE	XH	60	31	2 24	f 9 56	1 40		
9 34	12 25	2 35	391.78	P.	GULPHA	XH	69	31	2 11	9 41	1 20		
9 45	12 35	2 45	398.02	P.	EAST WYE				2 02	9 32	1 05		
9 50AM	s 12 45PM	s 3 00AM	399.19	LS.	HOT SPRINGS	WY	XH	77	Yd.	2 00PM	9 30PM		
Daily Ex. Sunday	Daily	Daily			28.00				Daily	Daily	Daily Ex. Sunday		

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.

# NASHVILLE SUBDIV.—BETWEEN HOPE AND PERKINS

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 38 SEPTEMBER 24, 1961			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					STATIONS		SECOND CLASS						
		885 Local Freight					884 Local Freight						
		Daily Ex. Sunday							Daily Ex. Sunday				
		4 15PM	457.79	LS.	HOPE	WY	X	458	Yd.	9 30PM			
			462.35		Southwestern Proving Ground		XJ	5					
		4 40	467.05		WASHINGTON		XJ	9		7 45			
		4 55	472.54		OZAN		XJ	15		7 30			
		5 25	483.15	LS.	NASHVILLE		Y XJ	26	Yd.	7 00			
			483.17		G. N. & A. CROSSING								
		6 00PM	493.13		PERKINS		XJ	36	Yd.	6 10PM			
		Daily Ex. Sunday			35.34					Daily Ex. Sunday			

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

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 38 SEPTEMBER 24, 1961			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					STATIONS		SECOND CLASS						
		887 Local Freight					886 Local Freight						
		Daily Ex. Sunday							Daily Ex. Sunday				
		2 40AM	368.73	ABS Note 1	LS... BENTON	WY	X	369	Yd.	6 10AM			
			368.33		P... BN JCT.								
			368.67		C. R. I. & P. CROSSING								
			381.53		BELFAST		XH	33					
		3 45AM	390.27	LS.	SHERIDAN		XH	24	Yd.	4 45AM			
			397.18		PRAGUE		XH	17	33				
			401.56		DOYLESTOWN		XH	13	22				
			404.69		HARDIN		XH	9					
			412.70	P.	PB JCT		Y		Yd.				
			414.06		PINE BLUFF YARD		K	43	Yd.				
		Daily Ex. Sunday			44.37					Daily Ex. Sunday			

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.



# HOXIE SUBDIV.—BETWEEN POPLAR BLUFF AND NORTH LITTLE ROCK 3

TRAINS SOUTHWARD						Miles from St. Louis	TIMETABLE No. 38 SEPTEMBER 24, 1961		Siding Capacity in Cars	TRAINS NORTHWARD							
FIRST CLASS							FIRST CLASS										
201 Passenger Daily	1 Passenger Daily	25 Passenger Daily	219 Passenger Daily	7 Passenger Daily	37 Mail- Express Daily		STATIONS						2 Passenger Daily	202 Passenger Daily	4 Passenger Daily	8 Passenger Daily	220 Passenger Daily
	5 30PM	1 00PM		12 45AM	10 20PM		ST. LOUIS		8 30AM		4 40PM	11 00PM			7 53AM		
	9 20PM	5 00PM		5 35AM	2 25AM	165.53	Signal Indication, both Opposing and Following Movements A B S	Two Main Tracks	Yd.	s 4 45AM		s 11 59AM	s 6 45PM		s 3 25AM		
		a 5 16		a 5 52		170.00			CS... Poplar Bluff. @DTWY\$ 4.47								
		f 5 26		s 6 04		180.48			P... PHD JCT... 10.43		160		s 11 35				
		a 5 36		s 6 12		192.25			TP... NEELYVILLE, MO... Y* 11.77		160		s 11 20	a 6 10		a 2 40	
				a 6 17		198.55			TP... CORNING, ARK... * 6.30				s 11 10				
				a 6 21		202.90			TP... KNOBEL... * 4.35				a 11 00				
				a 6 29		207.69			P... PEACH ORCHARD... * 4.79		160		a 10 52				
						214.43			P... DELAPLAINE... * 6.74		160		a 10 45				
						223.63			P... O'KEAN... * 9.20								
						224.90			P... AA JCT... * 1.27								
	a 10 10	s 6 05		s 7 00	s 3 40	226.34			TP... WALNUT RIDGE... 1.44								
						228.58			CS... HOXIE S.L.-S.F. Cng... * 2.24		187		s 10 30	a 5 40		s 2 05	
						238.94			P... BXB JCT... 10.36								
						251.88			P... ALICIA... * 12.94		160						
						258.11			TP... TUCKERMAN... * 8.23		160		a 9 55				
						259.41			P... DOD JCT... 1.30								
						261.73			P... DIAZ... Y 2.32								
	s 10 40	s 6 45		s 8 00	s 4 30	263.94			CS... NEWPORT. @DTWY\$ 2.21		Yd.		s 9 40	s 5 05		s 1 20	
						269.82			P... CC JCT... 5.88								
						278.13			P... OLYPHANT... 8.31		182						
						286.70			P... BRADFORD... * 8.57		222		f 9 14				
						288.41			P... GG JCT... 1.71								
10 20PM		s 7 20	10 00AM	s 8 30	s 5 05	289.70			LS... BALD KNOB. @Y* 1.29		118		s 3 35AM	s 9 03		s 4 50PM	s 12 47AM
						292.61			P... JB... 2.01								
						296.45	TP... JUDSONIA... * 3.84				s 8 58						
		a 7 30	f 10 10	s 8 45	s 5 20	298.43	P... KENSITT... * 1.98			s 3 25	s 8 51	m 4 28	f 4 35				
						306.50	P... HK... 8.07										
						312.73	P... MG... 6.23										
						319.25	TP... BEBEE... * 6.52				s 8 35						
						323.06	P... WA... 3.81										
						330.74	TP... CABOT... * 7.68										
						332.14	P... JX... 1.40										
						343.15	TP... JACKSONVILLE... 11.01				m 8 16						
11 15PM	11 55PM	8 20PM	10 58AM	9 35AM	6 25AM	343.67	P... St.L.S.W. Connection 0.52		Yd.	2 09AM	2 44AM	8 04AM	3 49PM	3 54PM	11 54PM		
Daily	Daily	Daily	Daily	Daily	Daily		178.14			Daily	Daily	Daily	Daily	Daily	Daily		

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

① 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

TRAINS SOUTHWARD  
FIRST CLASS

1 Passenger	201 Passenger	25 Passenger	219 Passenger	7 Passenger				37 Mail-Express	831 Passenger	Station Numbers	Miles from St. Louis
Daily	Daily	Daily	Daily	Daily				Daily	Daily		
11 55PM	11 15PM	8 20PM	10 58AM	9 35AM				6 25AM		X344	343.67
											345.37
s 12 05AM 12 25	s 11 30PM	s 8 30 8 50	s 11 05 11 20	s 10 00 11 25				s 6 45 7 45	1 30AM	X346	345.68
											346.06
										X351	351.73
										X355	355.01
										X359	358.91
										X363	362.17
										X364	364.18
											368.33
			s 11 44	s 11 49AM				s 8 15	s 2 00	X369	368.73
											370.25
			11 48AM						2 04AM	X371	371.45
										X373	373.34
											373.69
										X377	377.32
										X385	384.66
		s 9 40		s 12 10PM				s 8 40		X389	388.76
											389.65
											390.13
										X395	395.26
										X400	399.63
										X406	405.66
		s 10 05		f 12 35				s 9 10		X411	411.02
										X415	415.58
										X420	420.15
											422.34
s 1 45		s 10 30		s 12 55				s 9 40		X426	426.30
											429.30
										X430	430.11
										X438	437.62
		s 10 48		s 1 15				s 10 05		X442	442.42
										X450	449.63
s 2 25		s 11 14PM		s 1 40				s 10 30		X458	457.79
											457.92
										X463	463.06
										X471	471.30
										X478	477.77
											480.41
s 3 20AM		s 12 10AM		s 2 30PM				s 11 25AM		X491	490.27
Daily	Daily	Daily	Daily	Daily				Daily	Daily		

TIMETABLE No. 38 September 24, 1961	
STATIONS	
CS. . . . No. Little Rock . . . @DTWY	Arkansas River
DRAW BRIDGE . . .	0.31
P. LITTLE ROCK . @DWY	0.38
CS. . . HH Tower-C.R.I.&P.Crg.	5.67
P. . . . ENSIGN . . . . .	3.28
P. . . . MABELVALE . . . *	3.90
P. . . . ALEXANDER . . . *	3.26
P. . . . BRYANT . . . . *	2.01
TP. . . BAUXITE JCT. . . .	4.15
P. . . . BN JCT. . . . .	0.40
LS. . . BENTON . . . WY*	1.52
P. . . . MM JCT. . . . .	1.20
P. . . . QQ JCT. . . . . Y	1.89
P. . . . HASKELL . . . . *	0.35
P. C.R.I.&P. CROSSING . . .	3.63
P. . . . TRASKWOOD . . . . *	7.34
P. . . . GIFFORD . . . . .	4.10
TP. . . MALVERN . . . . WY\$	0.89
P. C.R.I.&P. CROSSING . . .	0.45
P. . . . M. & P. V. JCT. . .	5.13
P. . . . ETTA . . . . .	4.37
TP. . . DONALDSON . . . . *	6.03
P. . . . WITHERSPOON . . .	5.36
TP. . . ARKADDELPHIA . . .	4.56
TP. . . GUM SPRINGS . . . .	4.57
P. . . . CURTIS . . . . .	2.19
P. . . . RR JCT . . . . .	3.96
CS. . . GURDON . . . @DWY\$	3.00
P. . . . BCD JCT . . . . .	0.81
P. . . . BEIRNE . . . . .	7.51
P. . . BOUGHTON . . . . .	4.80
TP. . . PRESCOTT . . . . *	7.21
P. . . . EMMET . . . . .	8.16
TP. . . HOPE . . . . . WY\$	0.13
P. . . S.L.-S.F. CROSSING . .	5.14
P. . . GURNSEY . . . . .	8.26
P. . . . FULTON . . . . . *	6.47
P. . . . HOMAN . . . . .	2.64
P. CLEAR LAKE JCT. . . . .	9.86
CS. TEXARKANA . . @DTWY\$	

Signal Indication, both Opposing and Following Movements.

A B S

\*Two Main Tracks

146.60

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

5

<b>TIMETABLE</b> <b>No. 38</b> September 24, 1961		<b>TRAINS NORTHWARD</b> <b>FIRST CLASS</b>								
		202	4			8	220	32	832	2
		Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS		Daily	Daily			Daily	Daily	Daily	Daily	Daily
Yd.	146.60	CS...No. Little Rock. @DWY §	2 44AM	8 04AM			3 49PM	3 54PM	11 54PM	2 09AM
	144.90	1.70 DRAW BRIDGE. { Arkansas River								
	144.59	0.31 P. LITTLE ROCK. @DWY	2 40AM	\$ 8 00. \$ 7 25			\$ 3 45 \$ 3 30	\$ 3 50 \$ 3 20	\$ 11 50 \$ 11 05	\$ 2 05 \$ 1 50AM
	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. *								
	128.10	3.26 P. BRYANT. *								
	109 126.09	2.01 TP. BAUXITE JCT.								
	121.94	4.15 P. BN JCT.								
	121.54	0.40 LS. BENTON. WY §*		a 6 45				\$ 2 45	\$ 10 20	
	120.02	1.52 P. MM JCT.								
	118.82	1.20 P. QQ JCT. *						2 40PM	10 15PM	
	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 TP. MALVERN. WY §		\$ 6 25				\$ 2 30	\$ 10 05	
	100.62	0.89 P. C.R.I.&P.CROSSING.								
	100.14	0.48 P. M. & F. V. JCT.								
	125 95.01	5.13 P. ETTA.								
	125 90.64	4.37 TP. DONALDSON. *								
	125 84.61	8.03 P. WITHERSPOON.								
	125 79.25	5.36 TP. ARKADELPHIA.		\$ 5 55				\$ 2 03	\$ 9 35	
	74.69	4.56 TP. GUM SPRINGS.								
	125 70.12	4.57 P. CURTIS. *								
	87.93	2.19 P. RR JCT.								
Yd.	83.97	3.96 CS. GURDON. @DWY §		\$ 5 40				\$ 1 46	\$ 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. *		\$ 5 20				a 1 27	\$ 8 43	
	125 40.84	7.21 P. EMMET. *								
w160 e125	32.48	8.47 TP. HOPE. WY §		\$ 5 05				\$ 1 12	\$ 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	9.47 P. HOMAN.								
	9.86	2.64 P. CLEAR LAKE JCT. *								
Yd.		9.86 CS. TEXARKANA. @DWY §		4 30AM				12 35PM	7 45PM	11 20PM
	146.60		Daily	Daily			Daily	Daily	Daily	Daily

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

MEMPHIS SUBDIV.—BRIARK TO BALD KNOB

TRAINS SOUTHWARD					Miles from St. Louis	TIMETABLE No. 38 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS			FIRST CLASS					FIRST CLASS		SECOND CLASS			
267 Red Ball Freight	291 Local Freight	265 Red Ball Freight	201 Passenger	219 Passenger				202 Passenger	220 Passenger	268 Red Ball Freight	266 Red Ball Freight	290 Local Freight	272 Red Ball Freight
Daily	Mon., Wed., Fri.	Daily	Daily	Daily			Daily	Daily	Tue., Thu., Sat.	Daily			
8 30PM	6 15AM	1 30AM			380.73	CS. MEMPHIS (SARGENT YARD)@	Yd.						
			8 30PM	8 00AM	378.78	LS. MEMPHIS (Union Station)		6 00AM	7 00PM				
					378.31	SOUTH WYE CONN.							
					378.19	KENTUCKY STREET, TENN.	Yd.						
					375.84	BRIDGE JCT. ARK.							
9 10PM	6 55AM	2 10AM	8 45PM	8 10AM	375.25	CS. BRIARK	50	5 38AM	6 38PM	4 14AM	4 31AM	10 54AM	5 00PM
9 16	7 05	2 15	8 48	8 13	372.16	P. ALMONT	60	5 34	6 35	4 10	4 27	10 50	4 54
					370.05	P. S. L.-S. F. CROSSING							
9 23	7 15	2 21	8 53	8 17	368.03	P. GAVIN	85	5 30	6 30	4 03	4 19	10 30	4 49
9 32	7 30	2 29	9 01	8 23	361.52	LS. CRAWFORDSVILLE	70	5 21	6 23	3 53	4 09	10 15	4 40
9 48	7 55	2 40	9 05	8 27	357.90	P. HANOVER	51	5 17	6 19	3 48	4 03	10 00	4 34
9 56	<b>8 33</b> <sup>219</sup>	2 52	9 11	<b>8 33</b> <sup>291</sup>	352.12	LS. EARLE	47	5 10	6 13	3 38	3 55	9 46	4 25
10 03	9 05	2 59	9 16	8 38	348.93	LS. PARKIN		5 01	6 05	3 27	3 47	9 26	4 17
10 05	9 30	3 01	9 17	8 39	346.33	P. DUNN	58	4 59	6 04	3 25	3 45	9 16	4 15
10 20	9 48	<b>3 15</b> <sup>268</sup>	9 21	8 43	342.50	P. BELKNAP	53	4 55	6 00	<b>3 15</b> <sup>265</sup>	3 39	9 05	4 09
10 30	10 12	<b>3 30</b> <sup>266</sup>	9 26	<b>8 48</b> <sup>290</sup>	337.58	P. LEVESQUE	57	4 50	5 55	3 05	<b>3 30</b> <sup>265</sup>	<b>8 48</b> <sup>219</sup>	4 01
10 40	10 40	3 55	s 9 34	s 9 00	332.44	CS. WYNNE	Yd.	4 42	5 47	2 50	3 15	8 30	3 50
					332.42	LA. DIV. CROSSING							
10 45	11 15	<b>4 36</b> <sup>202</sup>	9 37	9 03	332.00	P. MD SIDING	75	<b>4 36</b> <sup>265</sup>	5 45	2 30	2 59	8 15	3 45
11 01	11 35	4 55	9 44	9 10	324.77	P. HAMLIN	73	4 27	5 37	2 21	2 50	7 45	3 33
11 15	11 50AM	5 10	9 50	9 17	318.87	LS. FAIR OAKS	105	f 4 17	5 30	2 13	2 42	7 30	3 24
					318.86	P. ST. L. S. W. CROSSING							
					315.19	P. MORTON							
11 45PM	12 40PM	5 35	9 59	s 9 27	309.32	LS. McCRORY	70	s 4 06	s 5 19	2 01	2 30	7 00	3 07
12 05AM	1 00	<b>6 05</b> <sup>290</sup>	10 08	s 9 38	300.09	LS. NEW AUGUSTA	125	s 3 55	s 5 07	1 48	2 18	<b>6 05</b> <sup>265</sup>	2 52
					298.55	P. DRAW BRIDGE							
12 30	1 30	6 25	10 15	9 48	292.88	P. RG SIDING	75	3 43	4 56	1 37	2 07	5 15	2 40
					288.30	NORTH WYE CONN.							
1 00AM	1 45PM	6 45AM	s 10 20PM	s 10 00AM		CS. BALD KNOB @Y	Yd.	3 35AM	4 50PM	1 30AM	2 00AM	5 00AM	2 30PM
Daily	Mon., Wed., Fri.	Daily	Daily	Daily		Passenger		Daily	Daily	Daily	Daily	Tue., Thu., Sat.	Daily
						Freight							

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.



**SPECIAL INSTRUCTIONS**

**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.  
**Gurdon Subdiv.:** No. 271 is superior to No. 272.  
**Benton Subdiv.:** No. 887 is superior to No. 886.

**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:

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Memphis:</b>		
Between Bald Knob and Wynne.....	79	50
Between Wynne and Briark.....	70	50
<b>Hoxie: Subdiv.</b>		
Poplar Bluff to AA Jct.....	79	60
AA Jct. to BXB Jct.....	79	50
BXB Jct. to DOD Jct.....	79	60
DOD Jct. to CC Jct.....	79	50
CC Jct. to GG Jct.....	79	60
GG Jct. to North Little Rock.....	79	50
Doniphan.....	25	25
Little Rock.....	79	50
Hot Springs.....	45	35
Norman.....	30	30
Delight.....	20	20
<b>Nashville:</b>		
Between Hope and Perkins.....	25	25
Benton.....	30	30
Gurdon.....	40	40

**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. ENGINES		T&P ENGINES		ST. JOE BELT ENGINES	
Diesel	MPH	Diesel	MPH	Diesel	MPH
301 to 392.....	.65	1110 to 1149.....	.65	5, 10, 11 and 12.....	.55
513 to 626.....	.65	1500 to 1582.....	.65		
800 to 814.....	.30	2000 to 2017.....	.85		
4104 to 4371.....	.65			NOLC ENGINES	
4501 to 4526.....	.65			Diesel	MPH
4601 to 4612.....	.65			9013 to 9015.....	.55
4801 to 4826.....	.65				
7000 to 7021.....	.98	751 to 756.....	.65		
	.90			UNION RY. OF MFS ENGINES	
8001 to 8036.....	.98			Diesel	MPH
9000 to 9020.....	.55			9090 to 9091.....	.55
9102 to 9191.....	.55			9198 to 9199.....	.55
9200 to 9239.....	.55	61 to 74.....	.65		

**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 SHOIVING CARS:**

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

Subdiv.:	Miles Per Hour
Memphis, 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 turnout and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnout and crossovers, entire train.....	35
Through No. 20 equilateral turnout, 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.....	35
(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).	

**3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:**

Miles Per Hour  
Passen-  
ger  
Trains  
Freight  
Trains

<b>New Augusta:</b>		
Over through truss spans White River Drawbridge No. 2983, Mile Post 298, Pole 14.....	40	25
<b>Newport:</b> City Limits.....	40	40
<b>Newport:</b> Over Bridge 2641, Mile Post 264, Pole 04.30	30	30
<b>North Little Rock:</b> 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.....	45	20
<b>Little Rock:</b> Over Drawbridge 3451, Mile Post 345, Pole 06.....	30	20
<b>Little Rock:</b> Between Arkansas River Drawbridge 3451 and HH Tower: Via Freight Main Tracks.....	30	30
Via Passenger Yard.....	10	10
Between North Little Rock and Rock St. Jct., East Little Rock, via Jct. Bridge.....	10	10
Little Rock Jct. Bridge.....	8	8
<b>East Little Rock:</b> Lincoln Avenue, North end Union Depot Yard, and East Sixth St. Viaduct, Mile Post 347, Pole 16.....	25	25
<b>Gurdon:</b> City Limits.....	40	40
<b>Fulton:</b> Over Bridge 4714, Mile Post 471, Pole 19.30	30	30

SPECIAL INSTRUCTIONS

3-D. Continued:

Miles Per Hour	
Passenger Trains	Freight Trains

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.

Hot Springs: Between Hot Springs and Mountain Pine. 15 15

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.

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

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

Memphis Subdiv.:

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

Hoxie Subdiv.:

50	225	30	226	30	55	292	27	293	3
65	259	39	260	15	50	341	0	343	6
40	288	05	288	25					

Little Rock Subdiv.:

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

Hot Springs Subdiv.:

35	373	17	374	3	40	383	13	383	18
35	375	14	376	22	35	386	8	392	25
35	379	1	379	10	35	395	26	397	22
35	380	7	380	20	10	397	29	398	1
35	381	24	382	3	10	398	10	398	13

Norman Subdiv.:

15	472	2	471	28					
----	-----	---	-----	----	--	--	--	--	--

Gurdon Subdiv.:

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

Benton Subdiv.:

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

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	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.:

Miles Per Hour

Pile Drivers	30
Bridge Derrick (Non-revolving)	30
Ditchers and Burro Cranes (Loaded on Flat Cars)	30

Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling above work equipment must be restricted to 5 miles per hour less than such maximum freight train speed.

Spreaders and Spreader-Ditchers..... Max. Freight Train Speed

Spray Cars..... Max. Freight Train Speed (When side spray booms have been removed or raised and fastened in vertical position).

Scale Test Cars (Except MPX 5121)..... 30

**3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—Continued:**

	Miles Per Hour
Scale Test Car MPX 5121.....	Max. Freight Train Speed
<b>Note</b> —Scale test cars must be handled next to caboose.	
Snow Plows.....	40
Wrecking Cranes (Self- and Non-Self-Propelling)...	See Table Below

**Note**—The speed of trains handling wrecking cranes (self- and non-self-propelling) shall be restricted according to maximum permissible speed of freight trains as shown in the following table.

Max. Freight Train Speed — MPH	Permissible Speed When Handling Above Work Equipment — MPH
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Locomotive Cranes Clamshells, Combination Crane and Pile Drivers, etc. (Except X-1004, X-1025 and X-1032).....	Speed Governed by Table Shown Above For "Wrecking Cranes"
--	---

Locomotive Cranes X-1004, X-1025 and X-1032..... 25

American Ditchers (Self-Propelling).....	Speed Governed by Table Shown Above For "Wrecking Cranes"
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**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.

**4. STANDARD CLOCKS:**

- |  |  |
|--|--|
| Poplar Bluff,<br>Newport,<br>Bald Knob,<br>North Little Rock:<br>Diesel Shop,<br>Yard Office,<br>Crest Building,<br>Bowl Yardmasters,<br>Tower,<br>Little Rock:<br>Passenger Station,<br>Dispatcher's Office,<br>Relay Telegraph Office, | Gurdon,<br>Hope,<br>Texarkana,<br>Hot Springs,<br>Pine Bluff Yard,<br>El Dorado.<br>Memphis Union Station.<br>Sargent Yard Office.<br>Wynne:<br>Telegraph Office |
|--|--|

**5. BLANK.**

**6. TRAIN REGISTERS:**

- (1) Clearance is required by:
- (a) Little Rock Subdiv. trains originating at Gurdon and Texarkana.
  - (b) Little Rock Subdiv. trains originating at North Little Rock, except Southward trains from Hoxie Subdiv. and Central Division operating into Union Depot, Little Rock.
  - (c) Southward trains departing from Union Depot, Little Rock, on Little Rock Subdiv. must obtain Clearance at HH Tower.
  - (d) Hoxie Subdiv. trains originating at Poplar Bluff, and Newport.
  - (e) Hoxie Subdiv. trains originating North Little Rock except those moving out of Union Depot, Little Rock.
  - (f) Northward trains departing from Union Depot, Little Rock, must secure clearance, Room 222, Union Station.
  - (g) Pine Bluff Subdiv. trains departing from Union Depot, Little Rock, must secure clearance, Room 222, Union Station.
  - (h) Bald Knob is a register station for Memphis Subdiv. first class trains. Train register is in a box on front of depot near baggage room door. Trains may register by ticket when there is an Operator on duty.

Clearance delivered to southward Memphis Subdiv. trains at Memphis Union Station or southward Memphis Subdiv. trains at Sargent Yard will fill requirements of last paragraph of Rule 83(a) at Briark and Bald Knob when train order signal indicates "Proceed."

Clearance delivered to northward Memphis Subdiv. trains at Little Rock Union Depot or North Little Rock will fulfill the requirements of the last paragraph of Rule 83(a) at Bald Knob when train order signal at Bald Knob indicates proceed.

- (2) At initial stations shown below, when train order signal indicates "proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, as required by Rule 83 (a).

Perkins	Hope (Nashville	QQ Jct. (Hot
PK Jet.	Subdiv.)	Springs Subdiv.)
Delight	BN Jct.	Hot Springs
Sheridan	Diaz	Norman
	El Dorado	PB Jct.

- (3) Trains moving to or from Hot Springs Subdiv. via south leg of wye at QQ Jct. will not be required to register at QQ Jct. Train register for QQ Jct. is located in passenger station at Benton.

- (5) Train register for Perkins is located in phone booth at Perkins to register arrival and departure of trains at that point.

- (7) Cullendale is a register station for trains Nos. 890 and 891 only. Train register is located in phone booth near south siding switch.

**7. GENERAL ORDER BOOKS:**

Poplar Bluff, Newport, Bald Knob, North Little Rock, Diesel Shop, Crest Office, Bowl Tower, Yard Office, Little Rock: Passenger Station, Relay Telegraph Office, East Little Rock Yd. Benton	Malvern, Gurdon: Yard Office Passenger Station Hope, Texarkana: Yard Office Diesel Shop Hot Springs, Pine Bluff Yard, El Dorado. Memphis Sargent Yard: Union Station Diesel Shop Wynne
--	---

**8. MAIL CRANES BETWEEN STATIONS:**

Subdiv.	Nearest Station	MP	Pole
Hoxie.....	Garner.....	305	20
Hoxie.....	Ward.....	317	30
Hoxie.....	Russell.....	283	14
Little Rock.....	Perla.....	386	30

**9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:**

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Poplar Bluff and Texarkana...	E-64	251,000 lbs.
Bald Knob and Briark.....	E-60	251,000 lbs.
QQ Jct. and Hot Springs.....	E-60	251,000 lbs.
Little Rock and East Little Rock.....	E-60	251,000 lbs.
North Little Rock and East Little Rock.....	E-56	240,000 lbs.
Gurdon and El Dorado.....	E-60	251,000 lbs.
Neelyville and Doniphan.....	E-45	210,000 lbs.
Levy and Camp Robinson.....	E-64	251,000 lbs.
Benton and Pine Bluff.....	E-58	240,000 lbs.
Gurdon and PK Jct. ....	E-52	240,000 lbs.
Pk Jct. and Norman.....	E-45	210,000 lbs.
PK Jct. and Delight.....	E-45	210,000 lbs.
Hope and Perkins.....	E-52	240,000 lbs.
Hot Springs and Mountain Pine	E-45	210,000 lbs.
Kensett and Searcy (DK&S)...	E-45	210,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

All engines and work equipment owned by this railroad classify E-45 or less.

**9-A. ENGINE RESTRICTIONS:**

Name of Track or Location	MP	Pole	Restrictions
<b>Hoxie Subdiv.:</b> DOD Jct. ....	258	....	Engines must not move on Ai-Base Track more than 1000 feet beyond Victor Metal Co.
<b>Little Rock Subdiv.:</b> Arkadelphia.....	.....	.....	Engines or cars (except flat or gondola cars) must not be operated under loading tippie of Arkadelphia Sand & Gravel Co.
<b>Gurdon Subdiv.:</b> Reader.....	437	20	Engines or cars (except flat or gondola cars) must not be operated under loading ramp on gravel spur.

**10. RAILROAD CROSSINGS AT GRADE:**

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Hoxie.....	226	13	SLSF	MoPac	Controlled Electric Interlocking.
Memphis.....	318	25	SLSW	SLSW	Automatic Interlocking
Memphis.....	332	12	Wynne Subdiv. of La. Div.		Gate Electric Locked against Wynne Subdiv.
Memphis.....	370	2	SLSF	MoPac	Automatic Interlocking
Doniphan.....	186	10	SLSF	MoPac	None
Little Rock Term'l.....	344	21	CRI&P	MoPac	Gated against CRI&P
Little Rock Term'l.....	346	20	ArkDiv	ArkDiv	Controlled Electric Interlocking
Little Rock Term'l.....	346	38	CRI&P	MoPac	Manual Interlocking
Little Rock Term'l.....	346	02	CRI&P	MoPac	Manual Interlocking
Little Rock.....	373	26	CRI&P	MoPac	Automatic Interlocking
Little Rock.....	389	26	CRI&P	MoPac	Gate Electric Locked against CRI&P
Little Rock.....	457	37	SLSF	MoPac	Gate Electric Locked against SLSF
Benton.....	368	20	CRI&P	CRI&P	Gated against MoPac
Benton.....	412	18	SLSW	MoPac	Gated against industry track
Gurdon.....	460	26	SLSW	SLSW	Automatic Interlocking
Nashville.....	483	05	GN&A	MoPac	None

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first. Cars or engines **must not** be cut off and left between absolute signals of an interlocking **except in emergency**, and then conflicting routes must be properly protected.

**INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:**

**10-A. Automatic Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Little Rock	Haskell	373	26	CRI&P
Gurdon	Camden	460	26	SLSW
Memphis	Fair Oaks	318	25	SLSW
Memphis	Presley	370	02	SLSF

Rule 344 and other rules applicable will govern.

**At Camden**—Approach signals are non-operative. Trains and engines must move at Low Speed from approach signal until crossing is occupied.

**10-B. Interlockings With Controlled Electric Signals:**

Subdiv.	Location	MP	Pole	Other Railroad
Hoxie	Hoxie	226	13	SLSF
Little Rock Term'l.	Little Rock. (Jct. Bridge Crossing)	346	20	Pine Bluff Subdiv. of La. Div.

**At Hoxie**, interlocking is operated by control operator located in Passenger Station.

Signals operate in conjunction with Automatic Block Signals.

**At Little Rock**, (Junction Bridge Crossing at Rock St.) the signals are controlled by control operator located in tower at Rock Island Crossing, East Little Rock, governing movements in all directions over the crossing.

Signals operate in conjunction with Automatic Block Signals.

**10-C. Standard Manual Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Little Rock Term'l.	HH Tower	346	02	CRI&P
Little Rock Term'l.	East L. Rock	346	38	CRI&P

Northward Approach Signal for CRI&P crossing, East Little Rock, is set to indicate Rule 290 only. Trains and engines must move at Low Speed from Approach Signal until crossing is occupied.

**10-D. Cabin Interlockings:**

BLANK.

**10-E. Interlocked Gates:**

BLANK.

**10-F. Standard Gates:**

Subdiv.	Location	MP	Pole	Other Railroad
Little Rock Term'l.	4th St., N. L. Rock	344	21	CRI&P
Benton	Benton	368	20	CRI&P
Benton	Pine Bluff	412	18	SLSW

Within 4000 feet and not less than 2500 feet of each side of crossings shown above, except crossing at 4th Street, North Little Rock, there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign, until crossing is occupied.

**10-G. Standard Gates With Electric Locking Devices:**

Subdiv.	Location	MP	Pole	Other Railroad
Little Rock	Malvern	389	26	CRI&P
Little Rock	Hope	457	37	SLSF
Memphis	Wynne	332	12	Wynne Subdiv. of La. Div.

The gates at above locations are electrically locked against Wynne Subdiv. of La. Div. and foreign lines, and are connected with Automatic Block Signals.

**10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:**

BLANK.

**11. INTERLOCKINGS AT JUNCTIONS:**

BLANK.

**12. YARD LIMITS:**

	From		To	
	MP	Pole	MP	Pole
<b>Memphis Subdiv.:</b>				
Wynne	330	16	333	17
Bald Knob			Hoxie Subdiv. Conn.	289 9
<b>Pine Bluff Subdiv.:</b>				
Little Rock	345	13	349	30
<b>Van Buren Subdiv.:</b>				
North Little Rock	344	9	346	20
<b>Hot Springs Subdiv.:</b>				
Hot Springs	397	13	End of Subdiv.	
<b>Benton Subdiv.:</b>				
Benton			Little Rock Subdiv. Conn.	369 10
Sheridan	388	20	391	18
Pine Bluff	410	10	Pine Bluff Subdiv. Conn.	
<b>Gurdon Subdiv.:</b>				
Gurdon			Little Rock Subdiv. Conn.	428 10
Smackover-Kenova	477	25	481	20
El Dorado	491	5	495	29
<b>Nashville Subdiv.:</b>				
Hope			Little Rock Subdiv. Conn.	459 23
Nashville	481	5	488	10
Perkins	492	0	End of Subdiv.	
<b>Norman Subdiv.:</b>				
Gurdon			Little Rock Subdiv. Conn.	429 00
Okolona	440	9	441	25
PK Junction	445	23	447	20
Amity	464	10	466	12
Glenwood	472	17	474	16
Norman	485	0	End of Subdiv.	
<b>Delight Subdiv.:</b>				
Connection with Norman Subdiv.			End of Track.	
<b>Doniphan Subdiv.:</b>				
Neelyville	179	25	181	15
Naylor	185	15	187	7
Oxly	190	20	192	5
Doniphan	199	25	200	32

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	Normal Position
Little Rock Terminal	No. 10	Rock St. (east wye switch)	For east leg of wye
"	No. 10	Scott St. (north wye switch)	For main track
"	No. 10	Main Street Jct. (End of two main tracks)	For northward track
"	No. 10	South end Arkansas River bridge (north switch of crossover)	West track
"	No. 10	North end of two main tracks MP 345 pole 18 Pine Bluff Subdiv.	Southward track
"	No. 10	Junction of Central Div.	North leg of wye
Hot Springs	No. 10	Hot Springs east wye switch	For straight leg of wye.
"	No. 10	Hot Springs south wye switch	For west leg of wye
"	No. 10	Hot Springs west wye switch	For main track.

Rule 104(a) and other rules applicable, and Section 3 of Special Instructions in timetable covering speed restrictions, will govern.

Hot Springs:

All southward first-class trains will back into passenger station from south wye switch.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Station
Hoxie	Poplar Bluff; Henderson Ave., Crossover East main to West main.	No. 20	Poplar Bluff Dispr's Office
Hoxie	Poplar Bluff: Yard Lead switch to East main	No. 16	Newport
Hoxie	Poplar Bluff: Crossover East main to West main	No. 20	Newport
Hoxie	All siding and junction switches PHD Jct. to AA Jct., Inc.	No. 20	Newport
Hoxie	Junction switches AA Jct. to BXB Jct., incl. and south switch Hoxie siding	No. 20	Hoxie
Hoxie	3 switches north end Hoxie siding	No. 10	Hoxie
Hoxie	All siding and junction switches BXB Jct. to DOD Jct.	No. 20	Newport
Hoxie	Diaz—Eastera Div. Conn.	No. 10	Newport
Hoxie	Diaz—Crossover between two main tracks	No. 20	Newport
Hoxie	Newport—Crossover between siding and West track	No. 10	Newport
Hoxie	Newport—Crossover between two main tracks, MP 261, pole 20.	No. 16	Newport
Hoxie	Newport—Crossover between two main tracks, MP 262, pole 22.	No. 16	Newport
Hoxie	Newport—South siding switch	No. 10	Newport
Hoxie	All siding and junction switches CC Jct. to Olyphant	No. 20	Newport
Hoxie	All siding and junction switches north siding switch Bradford to GG Jct., incl.	No. 20	Little Rock
Hoxie	Bald Knob—North Siding Switch	No. 20	Little Rock

13-B.—Concluded

Subdiv.	Location	Type of Switch	Control Station
Hoxie	Bald Knob—Crossover between East Track and Mis. Subdiv. Conn.	No. 10	Little Rock
Hoxie	Bald Knob—Memphis Subdiv. Conn.	No. 10	Little Rock
Hoxie	Bald Knob—Crossover between two main tracks	No. 10	Little Rock
Hoxie	Bald Knob—South switch of siding	No. 20	Little Rock
Hoxie	JB—Crossover between two main tracks	No. 16	Little Rock
Hoxie	HK—Two crossovers between two main tracks	No. 16	Little Rock
Hoxie	MG—Two crossovers between two main tracks	No. 16	Little Rock
Hoxie	WA—Two crossovers between two main tracks	No. 16	Little Rock
Hoxie	JX—Two crossovers between two main tracks	No. 16	Little Rock
Memphis Little Rock Term.	Almont—Two siding switches. One switch, and two crossovers between two main tracks, north end of Departure Lead.	No. 20	Briark
Little Rock Term.	Three inside switches north end of Departure Lead	No. 10	Nth. L. Rock
Little Rock Term.	One switch and one crossover between Main tracks at north end of Receiving Yard	No. 16	Nth. L. Rock
Little Rock Term.	Three inside switches north end of Receiving Yard	No. 10	Nth. L. Rock
Little Rock Term.	Crossover between main track at Locust St.	No. 16	Nth. L. Rock
Little Rock Term.	Crossover between main tracks and 5 switches at Locust St.	No. 10	Nth. L. Rock
Little Rock Term.	North end Arkansas River Bridge (south end of Running track)	No. 10	Nth. L. Rock
Little Rock	Ensign: Two crossovers between two main tracks	No. 20	HH Tower
Little Rock	Alexander: Two crossovers between two main tracks	No. 20	HH Tower
Little Rock	Bauxite: Crossover from East track to North end of siding	No. 10	HH Tower
Little Rock	Bauxite: South siding-switch	No. 10	HH Tower
Little Rock	BJ—Crossover between two main tracks	No. 10	Gurdon
Little Rock	BJ: Switch to yard	No. 10	Gurdon
Little Rock	MM Jct.: End of two main tracks	No. 20	Equi-lateral. Gurdon
Little Rock	All siding and junction switches, Haskell north siding switch to Curtis south siding switch, incl.	No. 20	Gurdon
Little Rock	RR Jct.: End of two main tracks	No. 20	Gurdon
Little Rock	Gurdon—Two crossovers between two main tracks	No. 16	Gurdon
Little Rock	Gurdon—Subdiv. Conn.	No. 10	Gurdon
Little Rock	BCD Jct.: End of two main tracks	No. 20	Gurdon
Little Rock	All siding switches, Boughton north siding switch to Homan south siding switch, incl.	No. 20	Gurdon
Little Rock	Clear Lake Jct.: End of two main tracks	No. 20	Equi-lateral. Gurdon
Little Rock	Texarkana: Two crossovers between two main tracks at MP 488, pole 28.	No. 20	Gurdon
Little Rock	Texarkana: North end of yard to East Track	No. 20	Gurdon

Rules 104(b), 104(c) and other rules applicable, will govern.

**13-C. Normal Position of Switches, other than Spring or Remotely Controlled:**

Subdiv.	Location	Normal Position
Little Rock	Term'l. . . . .	Hand operated switches leading out of Running Track, between Locust St. Viaduct, North Little Rock, and south end of this track near Arkansas River Bridge. . . . .
		For Running Track

**13-D. Interlocked Switches:**

Subdiv.	Location	Control Station
Hoxie. . . . .	Hoxie. All switches within interlocking limits. . . . .	Hoxie
Little Rock. . . . .	HH Tower. All switches within interlocking limits. . . . .	HH Tower
Little Rock. . . . .	East Little Rock. All switches within interlocking limits. . . . .	East Little Rock Tower

**SPECIAL INSTRUCTIONS GOVERNING USE OF SWITCHES AT ABOVE LOCATIONS:**

**Hoxie:** The North and South switches of SLSF connecting track are equipped with dual-control mechanism. Communicate with Control Operator who will open switch. If desired to do switching, secure authority from Control Operator, disconnect power and handle by hand when movement over switch is completed, restore power and notify Control Operator. During time switch is in hand operation movements over switch will be governed by hand signals of member of crew located near switch.

**13-E. Handling of Switches by Operators or Switch-tenders:**

**LITTLE ROCK:**

Between 10:30 PM and 6:30 AM switchtenders located at north end of Union Depot yard, just south of Arkansas River Bridge, will operate hand operated switches located between signals in vicinity of south end of bridge.

**13-F. Bolt-Locked Switches:**

BLANK.

**13-G. Electrically-locked Switches.**

Subdiv.	Location	Control Station
Hoxie. . . . .	All hand operated switches PHD Jct. to AA Jct. . . . .	Newport
Hoxie. . . . .	All hand operated switches between AA Jct. and BXB Jct. . . . .	Hoxie
Hoxie. . . . .	All hand operated switches Min-turn to Newport. . . . .	Newport
Hoxie. . . . .	All hand operated switches between Bald Knob and North End Locust St. Yard at North Little Rock. . . . .	Little Rock
Memphis. . . . .	Briark (West end of Pocket Track) . . . . .	Briark
Little Rock	All hand operated switches between south end of Ark River Bridge and north end Locust St. yard. . . . .	North Little Rock
Little Rock	All hand operated switches between HH Tower and south end of Ark. River Bridge, on West Track. . . . .	HH Tower

**13-G.—Concluded**

Subdiv.	Location	Control Station
Little Rock	All crossovers between main tracks, hand operated switches, between HH Tower and south end of Ark. River Bridge on East Track. . . . .	HH Tower
Little Rock. . . . .	All hand operated switches between HH Tower and BJ. . . . .	HH Tower
Little Rock. . . . .	All hand operated switches between BN Jct. and Signal 4887 R&L at Texarkana (including BN Jct.) . . . . .	Gurdon

**SPECIAL INSTRUCTIONS GOVERNING USE OF ELECTRICALLY LOCKED SWITCHES:**

**1. Little Rock Terminal:**

Be governed by instructions posted in telephone booth or on lock door.

**2. BN Junction (Junction switch):**

To enter Benton Subdiv.:

Secure permission from Dispatcher at Gurdon.

After permission granted, open door of iron box near switch, and follow instructions posted in telephone booth or on lock door.

To enter Little Rock Subdiv.:

Secure authority, including track and time limits, from Dispatcher at Gurdon, per Rule 402.

After authority is obtained, open door of iron box near switch and follow instructions posted in telephone booth or on lock door.

**3. All electrically-locked switches, except those covered by paragraphs 1 and 2 above:**

To operate switch for movement from main track to non-signaled track:

Some part of engine or cars must occupy the track between the rail joints which are painted white.

Open door of iron box near the switch and follow instructions posted in telephone booth or on lock door.

To operate switch for movement onto any main track:

Secure authority, including track and time limits from Control Operator, per Rule 402.

After authority is obtained, open door of iron box near the switch and follow instructions posted in telephone booth, or on lock door.

**Note 1:** To enter south end of Mill Track, Arkadelphia, and north end of P&NW Interchange Track at Prescott, communicate with Dispatcher at Gurdon before opening switch.

**Note 2:** To enter main track at north end P&NW Interchange Prescott, obtain authority from Dispatcher at Gurdon to open-switch. Then be governed by signal indication.

**Note 3:** To enter Little Rock Subdiv. main track for southward movement at Benton, secure permission from Dispatcher at Gurdon to operate switch, then be governed by signal indication.

**Note 4.** Electrically locked derail on south end of southward pick-up track Gurdon will be operated in the following manner:

All switches and the derail must be lined for movement from Main track to Pick-up track before movement is started. Derail or switches must not be restored to normal position before move is completed and the engine and cars are back on the Main track or in Pick-up track behind painted insulated joints.

**13-H. Split Point Derails:**

Subdiv.	Location	How Operated
Hoxie.....	Corning (North end House Track)	Hand throw.
Hoxie.....	Jacksonville (Air Base Lead)	Hand throw.
Hoxie.....	Bald Knob (South end storage track)	Hand throw.
Hoxie.....	Bald Knob (Acme Materials Co. Spur track)	Pipe-connected with electrically-locked switch.
Little Rock.	Little Rock (North end industrial lead, MP 348, Pole 2).	Hand throw with electric lock.
Little Rock.	Bryant (Industrial lead).	Pipe-connected with electrically locked switch.
Note: Normal position of inside switch is to be lined to left-hand track. This must be done before main track switch can be closed or lined for main track.		
Little Rock.	Hope (North end west siding).	Remotely-controlled by Dispatcher at Gurdon.
Gurdon....	Cullendale (Industrial lead to International Paper Mill).	Hand throw.
Norman....	Amity (Industrial lead to Barksdale Lbr. Co).	Hand throw.
HotSprings.	Martin Spur.....	Hand throw.

**13-I. Handling of Derails:**

Trains or engines entering a track protected by derails, the employee handling the switch will handle the derail before lining switch for the track to be used.

**14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:**

Subdiv.	Location and designation	MP	Pole	Facing or Trailing Points
Hoxie.....	Hoxie.....	226	22	Facing
Hoxie.....	Diaz.....	259	20	Facing
Hoxie.....	Newport.....	261	20	Trailing
Hoxie.....	Newport.....	262	22	Facing
Hoxie.....	Bald Knob.....	288	21	Trailing
Hoxie.....	JB.....	289	29	Trailing
Hoxie.....	HK (2).....	298	17	Trailing and Facing
Hoxie.....	MG (2).....	306	30	Trailing and Facing
Hoxie.....	Beebe.....	312	17	Facing
Hoxie.....	WA (2).....	319	10	Trailing and Facing
Hoxie.....	Cabot.....	323	17	Facing
Hoxie.....	JX (2).....	330	30	Trailing and Facing
Hoxie.....	Jacksonville.....	332	38	Trailing
Hoxie.....	North Little Rock (2).....	340	17	Trailing and Facing
Hoxie.....	North Little Rock.	341	35	Facing
Hoxie.....	North Little Rock.	343	29	Facing
Hoxie.....	North Little Rock.	343	31	Facing
Little Rock.	Little Rock (3)....	346	1	Trailing
Little Rock.	Little Rock.....	347	10	Trailing
Little Rock.	Ensign (2).....	351	26	Trailing and Facing
Little Rock.	Alexander (2).....	358	37	Trailing and Facing
Little Rock.	Bauxite Jct.....	364	6	Facing
Little Rock.	BJ.....	368	10	Trailing
Little Rock.	Gurdon (2).....	426	17	Trailing and Facing
Little Rock.	Texarkana.....	488	28	Facing
Little Rock.	Texarkana.....	488	31	Trailing
Little Rock.	Texarkana.....	489	5	Facing
Little Rock.	Texarkana.....	489	39	Trailing
Little Rock.	Texarkana.....	490	1	Facing

**15. FLASHING LIGHT TRAIN ORDER SIGNALS:**

Subdiv.	Location	Subdiv.	Location
Hoxie.....	Hoxie	Memphis....	Wynne
Hoxie.....	Newport	Memphis....	Fair Oaks
Hoxie.....	Bald Knob	Little Rock..	Gurdon

**16. SIDINGS:****16-A. Sidings of Assigned Direction (see Rule 105):**

BLANK

**16-B. Designation of sidings:**

Locations of siding and their capacity are designated by timetable, with exception of following:

**Memphis Subdiv.****WYNNE:**

Old Sheridan Track, North Switch located at MP 332, Pole 5, south switch located at MP 331, Pole 24, capacity 32 cars and New Sheridan Track, north switch located at MP 331, Pole 23, south switch located at MP 331, Pole 13, capacity 30 cars, may be so designated in train orders and used in emergency for meeting or passing of trains. These two tracks are on opposite side of main track from MD siding.

**Pine Bluff Subdiv.:**

EAST LITTLE ROCK YARD—First track west of main track is siding. North switch (interlocked) at MP 347, Pole 0. South switch at MP 348, Pole 8.

Before entering main track from this siding, a member of the crew of a northward train or engine will communicate with the Control Operator at RI Tower (CRI&P crossing) East Little Rock yard, then be governed by indication of signal. See Section 17-B of these instructions.

**16-B.—Concluded****Gurdon Subdiv.:****Gurdon Yard:**

First track, east of main track is designated as siding. Switches are located as follows:

North switch MP 427, pole 0  
South switch MP 427, pole 18

**Camden:**

That part of auxiliary track opposite passenger station extending from north switch to the south switch of crossover located just south of freight house is designated as siding. Switches of siding located as follows:

North switch MP 459, pole 24  
South switch MP 460, pole 7

That part of track extending southward from crossover to south switch is designated as interchange track. Switches of interchange track located as follows:

North switch MP 460, pole 7  
South switch MP 460, pole 18

**Norphlet:**

First track east of main track is designated as siding. Switches are located as follows:

North switch MP 484, pole 06  
South switch MP 484, pole 14

**Kenova:**

First track east of main track is designated as siding. Switches are located as follows:

North switch MP 480, pole 20  
South switch MP 481, pole 06



**16-C. Sidings in Advance of Train Order Signals:**

Subdiv.	Station	Switch	Distance and direction from train order signal
Memphis.....	Fair Oaks.....	South...	500 ft.—North
Gurdon.....	Norphlet.....	South...	234 ft.—North

"Meet" or "Wait" orders must not be issued to northward trains at Camden, or southward trains at Fair Oaks and Norphlet unless proper flag protection is provided.

**16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:**

BLANK.

**16-D. Sidings Permitted to be used as Team and Storage tracks, modifying rule 105:**

Cullendale, Griffin, and all Sidings Hot Springs, Benton, Norman and Doniphan Subdivs.

**16-E. Sidings Equipped with Spring Switches for Right Hand Running:**

BLANK.

**17. BLOCK SIGNALS:**

**17-A. Automatic Block System:**

HOXIE SUBDIV.—Poplar Bluff to North Little Rock.

MEMPHIS SUBDIV.—Bald Knob to Briark.

LITTLE ROCK SUBDIV.—North Little Rock to Texarkana.

HOT SPRINGS SUBDIV.—QQ Junction to Hot Springs.

VAN BUREN SUBDIV.—XO Junction to Van Buren.

Rules 281 to 292-A, inc., 325 to 332, incl., 350 to 356, incl., and other rules applicable, will govern.

Rule 284. Approach Medium Indication is amended as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 99(j) is in effect in this territory.

**17-B. Operation by Signal Indication, Opposing and Following Movements:**

Subdiv.	Between	Control Station
Hoxie.....	Signal No. 1669-R&L near Yard Lead Switch at MP 167, pole 21, Poplar Bluff, and Signal No. 2238-R&L at AA Jct.....	Newport
Hoxie.....	Signal No. 2237-R&L at AA Jct. and Signal No. 2286-R&L at BXB Jct.....	Hoxie
Hoxie.....	Signal No. 2285-R&L at BXB Jct. and Signal No. 2711-R&L at Olyphant.....	Newport
Hoxie.....	Signal No. 2773-R&L at Bradford and Signal No. 3405-R&L at North end Hump Yard, North Little Rock.....	Little Rock (Dispatcher's Office)
Memphis...	Signal No. 3751 at Briark and Signal No. 3716 at Almont (South end of siding)...	Briark
Little Rock Term'l....	Between north end Hump Yard and south end, Ark. River Bridge (both tracks)....	North Little Rock
Little Rock Term'l....	Between south end of Arkansas River Bridge and HH Tower (west track only)...	HH Tower
Little Rock Term'l....	Signal No. 3461 at Main Street Jct., Little Rock and Signal No. 3470 at RI Tower.....	RI Tower
Little Rock Term'l....	Signals Nos. 3464-3466 at Rock St., Little Rock, and Signal No. 3469 at Washington Ave., North Little Rock (via Junction Bridge).....	RI Tower

**17-B.—Concluded**

Subdiv.	Between	Control Station
Little Rock.	Signal No. 3463 R&L at HH Tower, and Signal No. 3682 R&L at BJ.....	HH Tower
Little Rock.	Signal No. 3683-R&L at BJ and Signal No. 4900-R&L at Texarkana.....	Gurdon

Rules 400 to 406, inc., and other rules applicable, will govern.  
Two main tracks in this territory are designated as "East Track" and "West Track".

**Special Instructions governing operation of trains and engines:**

**POPLAR BLUFF:**

After clearance has been secured and when ready to move out of Poplar Bluff Yard, Signal 1669 LR will govern movements over lead switch.

If switch is not lined for movement to main track Southward trains will communicate with Control Operator.

**TEXARKANA:**

Movement of trains and engines in both directions between Southward Signals Nos. 4887 R&L and Northward Signals Nos. 4900 R&L will be governed by Rules 375, 400 to 406, inclusive, and other rules applicable.

Southward Absolute Signals Nos. 4887 R&L can display signal indications per Rules 292, "Stop" and 290, "Proceed at Low Speed", only.

Northward Stop and Proceed Signals 4900 R&L can display indications per Rules 291, "Stop, then proceed at Low Speed" and 290, "Proceed at Low Speed", only.

When Signals Nos. 4900 R&L display indication per Rule 291, northward trains and engines, after stopping for signal, must not proceed at Low Speed until track and time limits, per Rule 402, are obtained from Dispatcher at Gurdon, these instructions modify Rules 291 and 375.

**17-C. Operation by Signal Indication with the Current of Traffic:**

Little Rock Term'l.	Between	Control Station
	North end Union Depot yard, Little Rock, and Main St. Jct., Little Rock.	

Rules 450 to 453, incl., and other rules applicable, will govern.

(See Section 17-D (2) for instructions governing movement by Signal indication with current of traffic in Little Rock Terminal.)

**17-D. Special Instructions Governing Operation within Signal Indication Territory, Little Rock Terminal:**

(1) Operation by Signal Indication, opposing and following movements:

	Between	Control Opr. Located at
(a)	North end Hump Yard and South end Arkansas River Bridge (Both tracks).....	N. Little Rock
(b)	South end Arkansas River Bridge and HH Tower (West track only)...	HH Tower
(c)	Signal No. 3461 at Main St. Jct., Little Rock and Signal No. 3470 at RI Tower.....	RI Tower
(d)	Signals Nos. 3464-3466 at Rock St., Little Rock and Signal No. 3469 at Washington Ave., North Little Rock (Via Junction Bridge).....	RI Tower

Train and engine movements in this territory will be made under the supervision and direction of the Yardmaster located in tower at Crest, North Little Rock, who will issue necessary instructions to Control Operators at North Little Rock, HH Tower and RI Tower.

Information required by train, engine and yard men in connection with train and engine movements on main tracks in this territory will be secured from Yardmaster.

**17-D.—Concluded**

While trains or engines are standing on main track between absolute signals in this territory, flag protection as prescribed by Rule 99 is not required, except that flagman of a passenger train standing on main track in this territory must comply with Rule 99-J.

Entrance to main track through hand operated switches in this territory may be made upon authority of Yardmaster, who will issue proper instructions to control operator, or by use of track and time limits as prescribed by Rule 402.

Except as modified by these instructions, Rules 400 to 406, and other rules applicable, will govern.

(2) Operation by Signal Indication with the current of traffic:

**Between**

North End, Union Depot Yard,  
Little Rock and Main St. Jct., Little  
Rock.

Train and engine movements in this territory will be under the supervision and direction of Yardmaster located in Tower at Crest, North Little Rock, and information required by train, engine and yard men will be secured from him.

Rule 93, and except as modified by these instructions, Rules 450 to 453, incl., and other rules applicable, will govern.

"Time of a first-class train" under Rule 93 means time in the timetable or in a train order, Form E.

(3) Movements against the current of traffic in territory shown above under (2) may be made under the provisions of Rule 93 and supervision of yardmaster.

(4) Instructions governing movement on East Track between south end Arkansas River Bridge and HH Tower, Little Rock:

- (a) Movements over and through switches handled by switch tender must be made at Low Speed.
- (b) Southward movements must be made at Low Speed and only upon authority of Yardmaster.
- (c) Northward movements will be governed by indications of block signals.
- (d) South switch of crossover between East main track and West main track, located between south end of Arkansas River Bridge No. 3451 and Lincoln Avenue viaduct, is a hand throw electrically locked switch lined normal for northward movement from East main track to West main track.
- (e) When it is desired to make either northward or southward movement between south end of Arkansas River Bridge and Lincoln Avenue viaduct on East main track it will be necessary to hand throw switch at entrance to Union Depot Yard and also at south end of crossover between East main track and West main track.
- (f) Signal No. 6 governing entrance to East main track from lead at north end of Union Depot Yard is controlled by control operator at North Little Rock under the supervision and direction of Yardmaster located in tower at Crest.
- (g) From 6:30 AM to 10:30 PM trains and engines entering or leaving Union Depot Yard at north end will line switches for their movement. Train or engine crews must contact Yardmaster at Crest when ready to depart from north end of Union Depot Yard.

(5) Instructions governing movements between XO Jct. and Mile post 346 pole 20 on Van Buren Subdiv:

- (a) Movements may be made under provisions of rule 93 and supervision of yardmaster located in tower at Crest, North Little Rock. Information required by train, engine and yardmen will be secured from him.
- (b) Trains and engines moving from Camp Robinson will stop in clear of main track at Military Junction and secure permission from train dispatcher at Coffeyville before fouling main track. Train dispatcher at Coffeyville will consult yardmaster at North Little Rock before granting permission.

**18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:**

**NORTH LITTLE ROCK:**

Central Division trains operating between XO Jct. and north end of Arkansas River Bridge will use Running Track, moving at Low Speed.

**BALD KNOB:**

Trains from points north of Bald Knob on Hoxie Subdiv. moving through Bald Knob to Memphis Subdiv. will receive clearance and any train orders from train order delivery device just north of wye switch on east side near MP 288, Pole 10.

Trains from Memphis Subdiv. points moving through Bald Knob to points north of Bald Knob on Hoxie Subdiv., will, unless otherwise directed, use north leg of wye and siding. Before leaving north leg of wye, such trains must secure permission from Train Dispatcher at Little Rock, before entering siding.

**19. DOUBLE HEADING TRAINS:**

BLANK.

**20. HELPER AND PUSHER SERVICE:**

BLANK.

**21. BRIDGES OVER NAVIGABLE STREAMS:**

Subdiv.	Name	MP	Pole
Hoxie.....	White River Bridge 2641.....	264	04
Hoxie.....	Little Red River Bridge 2932.....	293	08
Little Rock			
Terminal...	Arkansas River 3452.....	344	33
	(Little Rock Junction Bridge)		
Little Rock...	Red River Bridge 4714.....	471	19

These bridges contain movable span which can be opened for occasional passage of boat. Track rails are continuous and movable spans are not interlocked. The opening of the spans is covered by special regulations of the War Department and advance notice must be given by boat operators when desiring to move boats through the bridge. Movable span must not be opened for passage of boat or otherwise until flagmen with stop signals have been sent out a sufficient distance in both directions to insure full protection, as prescribed by M. of W. Rule 99(mw).

Subdiv.	Name	MP	Pole
Memphis.....	White River Drawbridge 2983....	298	14
Little Rock...	Arkansas River Drawbridge 3451..	345	06

Bridge 2983 is interlocked. Interlocking signals work in conjunction with Automatic Block System.

Bridge 3451 is provided with electric lock. When bridge-tender manipulates lever preparatory to opening draw, Absolute Signals assume "Stop" indications and Approach Signals assume "Proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before leading wheels pass the next signal" indications. The movement of trains approaching these bridges and through interlocking limits is governed by Rule 98, Automatic Block Signal, Interlocking Rules and other rules applicable. Interlocking signals work in conjunction with Automatic Block signals.

**22. OPERATION OVER FOREIGN LINES:**

(a) Use of Arkansas & Memphis Railway Bridge and Terminal Company's tracks between Briark and Kentucky Street, Memphis:

Trains and engines will be governed by The Uniform Code of Operating Rules, Special Instructions and General Orders of the Arkansas & Memphis Railway Bridge and Terminal Company.

Engines of eastbound freight trains stopping their train west of signal 3779 for the purpose of making setouts at Kentucky Street must not, after returning to their train from

**22.—Concluded.**

setout that has been made, pass signals Nos. 18 and 20 for further eastward movement of their train until these signals display proceed indications. Locations of signals above mentioned are shown on sketch map of Arkansas and Memphis Railway Bridge and Terminal Company Special Instructions No. 5. The above instructions will also apply to helper engines going after trains that may have been stalled on the bridge.

**(b) Use of SL-SF Ry. tracks between SL-SF connection at Kentucky Street, Memphis, and the Union Railway connection east of Florida Street, Memphis:**

Trains and engines will be governed by instructions contained in Special Instructions of both the Arkansas & Memphis Railway Bridge and Terminal Company and the Union Railway. Train Order Signal at Kentucky St., Memphis, Tenn. governs movement of SL-SF trains only and does not apply to Mo. Pac. trains.

Spring switch located where west leg of Central Station Wye leads out of northward main track just west of IC Crossing, Frisco rails, Memphis, will be normally lined for movement to the Wye track and is equipped with an electric switch lamp which will display yellow light when switch is lined for the Wye track and red light when points are open  $\frac{1}{4}$ -inch or more, protecting facing point movements only. If red light or no light displayed in this lamp, trainmen must examine switch from ground position to see that points fit properly and are lined for movement desired.

**(c) Use of Union Railway tracks between Union Railway Connection near Florida Street, Memphis, and Memphis Union Station Company tracks or Sargent Yard:**

Trains and engines will be governed by the Uniform Code of Operating Rules, Special Instructions and General Orders of the Union Railway.

**(d) Use of Memphis Union Station Company tracks, Memphis:**

Trains and engines will be governed by Special Instructions and General orders of the Memphis Union Station Company.

**(e) Use of Texarkana Union Station Trust tracks, Texarkana:**

Missouri Pacific trains and engines use tracks of The Texarkana Union Station Trust at Texarkana, which tracks extend from Missouri Pacific Signal No. 4900, located 1900 ft. north of Midway over tracks 1, 2, 3, 4, 5 and 6 at Union Station, Texarkana, to first Crossover north of Texas Viaduct, which is 1600 ft. south of Midway at Union Station, and includes tracks 1, 2, 3, 4, 5 and 6 opposite Union Station Texarkana.

All trains operated on and within limits of above described tracks will be governed by the following instructions:

"Within the limits of The Texarkana Union Station Trust property there is no superiority of trains, and all trains or engines must be run at restricted speed but not exceeding 10 MPH and have engine bell ringing when entering or moving through these tracks, expecting to find them occupied."

**22-A. Operation in Terminals of Connecting Divisions:**

**Poplar Bluff:** "Missouri Division" Timetable, Special Instructions and General Orders govern.

**Pine Bluff:** "Louisiana Division" Timetable, Special Instructions and General Orders govern.

**22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:**

**Hope:** Louisiana & Arkansas Railway trains and engines operate over a portion of Missouri Pacific main tracks, and on certain yard tracks, at Hope, and must be governed by Missouri Pacific timetable, Special Instructions and General Orders.

Before L. & A. Railway trains or engines enter Missouri Pacific main track, authority, including track and time limits, must be obtained from Dispatcher at Gurdon.

After such authority is obtained, L. & A. Railway trains and engines will be governed by Section 13-G of these instruc-

**22-B.—Concluded**

tions as to the handling of electrically locked switch at L. & A. Connection.

Except as prescribed herein, L. & A. Railway trains and engines will be governed by Kansas City Southern Rules, effective July 1, 1954, while on Missouri Pacific tracks.

**Abco:** Engines of A. B. Cook Company operate over a portion of Missouri Pacific main track at Abco, and before entering main track must secure permission from Dispatcher at Gurdon, then follow instructions posted in telephone booth, or on lock door.

**23. FREIGHT TRAINS HANDLING PASSENGERS:**

Local Freight trains carrying passengers will stop coach or caboose at station platform.

**24. TRAIN ORDER DELIVERY DEVICES: BLANK.****25. BLANK****26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:**

1. **Firemen**, working in Road or Yard Service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in Road or Yard Service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

**27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS, BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:**

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, includes rule 99, affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (xs), Protection by Train Order.—Protection required by Rule 99 (mw) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signs (see diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signals must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99(mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"701 AM until 401 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

27.—Concluded

The maximum length of track that can be protected by form "X-S" train order is one mile.

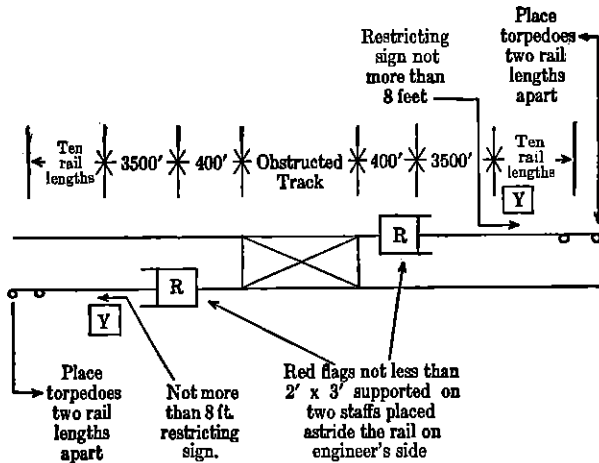
Only the foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

- Doniphan                      Benton                      Norman
- Delight                                      Nashville

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



27-A. PROTECTION ORDERS:

Use of protection orders, Form Y, are authorized on the following light traffic subdivisions:

- Doniphan                      Benton                      Gurdon                      Norman
- Delight                                      Nashville

27-B. USE OF FOLLOWING FORM OF TRAIN ORDER IS AUTHORIZED ON ALL SUBDIVISIONS OF THE ARKANSAS DIVISION:

**Example:** 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tie Tamping Gang) (Welding Gang) (Surfacing Gang) between MP 587 pole 5 and MP 587 pole 30 prepared to stop and proceed on hand proceed signal given with yellow flag. A speed of \_\_\_\_\_ MPH will not be exceeded within the limits of this order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

28. MOVEMENT OF TRAINS THROUGH TUNNELS:  
BLANK

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Miles from St. Louis	Capacity
<b>Hoxie Subdiv.:</b>			
Harviell.....	X173	173	25 Cars
Delaplaine.....	X208	207.69	27 Cars
Minturn.....	X232	232.44	11 Cars
Higginson.....	X300	299.77	15 Cars
Garner.....	X305	305.48	5 Cars
McRae.....	X308	308.20	10 Cars
Ward.....	X318	317.60	20 Cars
Valentine.....	X336	336.17	10 Cars

29.—Concluded.

Name	Station Number	Miles from St. Louis	Capacity
<b>Memphis Subdiv.:</b>			
Rio Vista.....	XG 6	293.63	19 Cars
Saxe.....	XG7	295.84	10 Cars
Patterson.....	XG19	307.33	12 Cars
Foley.....	XG32	319.87	9 Cars
McManus.....	XG35	322.83	6 Cars
Budsmith.....	XG48	336.50	10 Cars
McDonald.....	XG56	344.11	20 Cars
Smithdale.....	XG 61	348.91	14 Cars
Vincent.....	XG 75	363.17	18 Cars
Ebony.....	XG78	365.76	9 Cars
Wylie.....	XG79	366.41	5 Cars
Presley.....	XG82	369.96	40 Cars
<b>Little Rock Subdiv.:</b>			
Perla.....	X387	386.73	25 Cars
Daleville.....	X410	410.09	15 Cars
Post Pipe Spur.....	X486	486.10	200 Cars
<b>Hot Springs Subdiv.:</b>			
Martin Spur.....	XH50	372.92	5 Cars
McClendon Spur.....	XH70	392.70	3 Cars
Spur track serving Mountain Pine.....	XH77	410.21	Yard
<b>Benton Subdiv.:</b>			
Bannister.....	XH34	379.85	7 Cars
Koons.....	XH19	394.97	4 Cars
Vicks.....	XH15	398.69	4 Cars
Wampler.....	XH4	410.04	2 Cars
<b>Gurdon Subdiv.:</b>			
Barringer.....	E5	431.58	10 Cars
Sayre.....	E12	438.74	23 Cars
Tyson.....	E19	445.33	10 Cars
Van Veneer.....	E27	453.79	7 Cars
Elliott.....	E43	469.09	18 Cars
Gulfdorado.....	E63	489.09	16 Cars
<b>Norman Subdiv.:</b>			
Summit.....	XL7	433.14	9 Cars
Kathleen.....	XL18	444.45	5 Cars
Majors.....	XL35	461.88	6 Cars
Bird's Mill.....	XL52	478.92	7 Cars
<b>Doniphan Subdiv.:</b>			
Owenmont.....	XE17	197.64	8 Cars

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(l) AND 30:

- Texarkana:
- Pine Bluff:
- Camden:

City ordinance, of these cities prohibit sounding engine whistle, therefore, when approaching crossings inside the City Limits, the bell will be rung, beginning as engine approaches the crossing whistle sign "X" and continuing until engine passes over crossing. Whistle will not be sounded except as a warning where person or vehicle is on or approaching the crossing oblivious to approach of the train and whose attention cannot be attracted by ringing of bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with Rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

Southward Passenger Trains stopping at Newport will approach River St. Crossing at MP 262 pole 3 at Restricted Speed and will not occupy crossing until gates are down.

Engines or cars must be stopped until crossing gates are down before occupying Highway 65 Crossing at Granite Mountain lead spur at East Little Rock, Ark.

**31.—Concluded**

Trains and engines will stop before passing over Third Street, Richard Street, South Patterson Street, Central Avenue and Main Street at Hot Springs and a crew member must protect the crossing from a point on the crossing and movement over crossing must be made only on his signal.

Northward trains picking up or setting out at Benton will comply with instructions on signs at MP 369 pole 4, just south of Market Street, and leave track clear of cars between signs and crossings while doing their work.

Before occupying Elm Street, Walnut Street or Hazel Street at Hope a member of crew will protect crossing until crossing gates are down. Insulated joints are painted yellow and cars will not be left within the limits of yellow joints at either of these crossings.

In making moves on the L&A-Frisco over Third Street crossing (US Highway 67) at Hope a member of the crew will be in position on the crossing to provide protection. In addition when day signals cannot be plainly seen, a burning red fusee will be placed on each side of the track until the move over the crossing is completed.

**32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:**

1. Diesel Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

**2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:**

On Trains 1 and 2 a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

**3. OPERATING DIESEL ENGINES THROUGH WATER:**

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

**4. RERAILING DIESEL ENGINES: BLANK****5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:**

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

**6. IDENTIFYING NUMBERS ON MULTIPLE UNITS**

Rule 206, fifth paragraph, changed to read:  
"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

**7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:**

The movement of Diesel Engines Nos. 4100, 4101, 9000 to 9013, inclusive; 9102 to 9146, inclusive; 9170 to 9186, inclusive; 9200 to 9226, inclusive, 9233 to 9239, inclusive, or any other

**32.—Continued.**

engines which have wheel base of less than 35 feet,—over the following railroad crossings **without a car or cars attached** so that block and interlocking signals will properly function, —IS PROHIBITED:

Camden, Ark.—Crossing with StLSWRR.  
Malvern, Ark.—Crossing with CRI&PRR.

**8. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:**

When road-switch diesel units are coupled with standard road diesel units or other road-switch diesel units, employees will not pass from road-switch unit to either standard road diesel unit or road-switch diesel unit, or vice versa, while these units are in motion.

When "A" units that are equipped to operate as "B" units are operated in trailing movements employees must not pass from cab end of unit to rear of adjoining unit or vice versa while these units are in motion.

**9. DIESEL UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.**

Diesel units 4104-4111, 4116-4194, 4197-4371, and 4501-4526, all inclusive, are equipped with safety control foot pedal valve cut-out cock. This cut-out cock is located on right side of unit approximately under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out the safety control foot pedal valve while engaged in yard switching or when performing station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 contained in Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

**10. MAINTAINING POSITION OF AUTOMATIC BRAKE:**

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap position. This modifies rule 802 (3) contained in the "Brown Book".

**32-A. BACK-UP MOVEMENTS**

When more than one road switch Diesel Unit is included in a Locomotive consist of more than three Units, the following will govern:

In making a Back-up movement with the train consisting of more than twenty (20) cars, or in shoving more than twenty (20) cars, power must not be used on more than the rear three working Units, and if the three rear Units include as many as two road switch Diesel Units, power will be used only on the two rear Units next to the train or cars when practical to shove the train or cars with two Units. This to avoid the possibility of "Jack-Knifing" the Units. All other Units in the consist must be **OFF LINE**.

**33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:**

Employees must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions governing the Operation of a Railroad Radio Communicating System.

Circular 81, Rules and Instructions For the Government and Protection of Employees Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

**33.—Concluded:**

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles.

Car Service Rules.

Instructions covering the handling of Live Stock.

Circular 43-E.

Such instructions as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight and other instructions pertaining to their duties.

**34. TABLE OF SPEEDS:**

BLANK.

**35. TRAIN SIGNALS:**

1. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

2. Conventional markers on trains may be replaced with a single electric light of prescribed type which must show red to the rear of such train from sunset to sunrise and when day signals cannot be plainly seen. At the end of run when train is clear of main track and hand operated switch is closed, light must be extinguished.

These instructions modify Rule 19.

3. "See Uniform Code of Operating Rule 19(a) (first paragraph) reading:

'TURNING MARKERS—Outside of ABS territory, when a train is clear of main track to be passed by a following train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear'. is cancelled.

This does not modify or cancel the second paragraph of this rule reading:

"When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear".

These instructions modify Rule 19 (a).

**36. OPERATION OF RIVER TRANSFER:**

BLANK.

**37. TELEPHONES:**

All telephone booths on this division are equipped with a telephone connected to Train Dispatchers circuit or Control Operator.

Listed below are locations of telephones other than those in telephone booths:

Location	MP	Pole	Building in which located
<b>Hoxie Subdiv.:</b>			
White River Bridge.....	264	4	Bridge Tender's House
Bradford.....	278	5	In freight house
<b>Memphis Subdiv.:</b>			
Memphis..... (Kentucky St.).....			Cabin
<b>Nashville Subdiv.:</b>			
Nashville.....			In Freight House

**38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF EQUIPMENT IN PASSENGER TRAINS:**

1. **Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.
5. **Light-weight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

**39. CLEARANCES:**

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings in Missouri, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to main tracks, sidings and other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

**Limited Side Clearances Affecting Main Tracks and Sidings**

Location	Track	Structure
<b>Hoxie Subdiv.:</b>		
Harviell MP 195,	Main tracks.....	Bridge 1726
<b>Doniphan Subdiv.:</b>		
MP 187, Pole 25....	Main track.....	Bridge 1878
MP 190, Pole 13....	Main track.....	Rock cut
Doniphan... Doniphan...	Main track.....	Building - Goodwin Poultry House Platform
Doniphan... Doniphan...	Siding..... All tracks.....	Look out for ties and lumber piled close to tracks
MP 199, Pole 13....	Main track.....	Wires
Doniphan... Doniphan...	Main track at Grand Ave. Main track and State Rd.	Wires Wires

**40. FLAGGING SIGNALS:**

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals { A red flag  
Not less than 10 torpedoes and six red fuseses

Night Signals { A white light  
Not less than 10 torpedoes and six red fuseses"

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuseses"

**41. LIGHT ENGINES IN ROAD MOVEMENT:**

Rule 99(j) will not apply to light engines in road movements.

**42. DEFINITION OF DELAY UNDER RULE 330:**

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?

Answer: Five minutes or more.

**43. SPECIAL SAFETY RULES:**

When a passenger train is stopped in emergency, entire train must be inspected both sides, before proceeding.

Rule 30 of the "Uniform Code of Operating Rules" is amended as follows:

"In case of bell failure, two short blasts of whistle or horn will be sounded when an engine is about to move".

Rule 510 of the "Uniform Code of Operating Rules is amended as follows:

"Employees will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

**44. RUNNING TEST OF PASSENGER TRAINS:**

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**45. RELEASING BRAKES ON FREIGHT TRAINS:**

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**46. STANDARD BRAKE PIPE PRESSURE — PASSENGER TRAINS:**


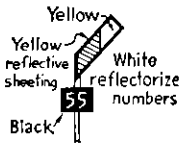
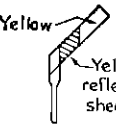

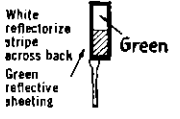
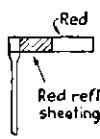
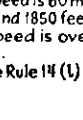

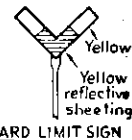

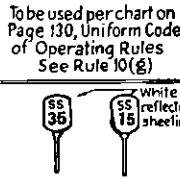

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**47. STATE FLAGGING LAW.**

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**48. WATCH INSPECTION:** Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.

**STANDARD SIGNS**

 <p><b>STATION ONE MILE SIGN</b> See Rule 14 (m) (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)</p>	 <p><b>PERMANENT SPEED RESTRICTION SIGN</b> See Rule 10(h) and Timetable Special Instructions Section 3</p>	 <p><b>APPROACH SIGN</b> See definition of Restricted Speed and Special Instructions supplementary to Operating Rules</p>
 <p><b>HIGHWAY GRADE CROSSING WHISTLE SIGN</b> 1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m. p.h. See Rule 14 (l)</p>	 <p><b>PERMANENT RESUME SPEED SIGN</b> See Rule 10(h) Used in connection with Permanent Speed Restriction Sign</p>	 <p><b>STOP SIGN</b> At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required</p>
 <p><b>RAILROAD CROSSING - JUNCTION - DRAWBRIDGE - ONE MILE SIGN</b> (except when protected by interlocking), See Rule '98</p>	 <p><b>TEMPORARY SPEED RESTRICTION SIGN</b></p>	 <p><b>YARD LIMIT SIGN</b> See Rule 93</p>
 <p><b>RAILROAD CROSSING - JUNCTION - DRAWBRIDGE - ONE MILE SIGN</b> (except when protected by interlocking), See Rule '98</p>	 <p><b>SPEED LIMITING SIGNS FOR SPRING SWITCHES</b> When moving points in trailing movements</p>	 <p><b>SWITCHING LIMIT SIGN</b> Used to designate Switching Limits in signal indication territory where Rule 93 does not apply</p>

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

NAME	LOCATION
<b>HOSPITAL</b> .....	St. Louis, Mo.
<b>EMERGENCY STATION</b> .....	Poplar Bluff, Mo.
★Dr. J. W. McPheeters, Sr., Div. Surgeon.....	Poplar Bluff, Mo.
★Dr. J. W. McPheeters, Jr.....	Poplar Bluff, Mo.
★Dr. H. M. Henrickson, Div. Surgeon.....	Poplar Bluff, Mo.
★Dr. H. O. Henrickson.....	Poplar Bluff, Mo.
★Dr. W. E. Henrickson.....	Poplar Bluff, Mo.
★★Dr. F. Johnson.....	Doniphan, Mo.
★★Dr. J. Q. Cash, Local Surgeon.....	Corning, Ark.
★Dr. R. F. Joseph.....	Walnut Ridge, Ark.
★★Dr. James J. Wyllie.....	Pocahontas, Ark.
★Dr. M. H. Harris, Local & Disp. Surgeon.....	Newport, Ark.
★Dr. J. D. Ashley.....	Newport, Ark.
★★Dr. T. L. Adair.....	Bald Knob, Ark.
★★Dr. J. J. Danner.....	Kensett, Ark.
★★Dr. J. D. Kinley.....	Beebe, Ark.
★★Dr. D. W. Sloan.....	Beebe, Ark.
★★Dr. C. Y. Washburn, Local Surgeon.....	Cabot, Ark.
<b>HOSPITAL</b> .....	Little Rock, Ark.
★Dr. P. O. Thomas, District Surgeon.....	Little Rock, Ark.
★Dr. L. G. Holt, Assistant District Surgeon.....	Little Rock, Ark.
★Dr. S. C. Fulmer, Physician In Charge.....	Little Rock, Ark.
★★Dr. C. W. Jones, Local & Disp. Surgeon.....	Benton, Ark.
★★Dr. C. F. Peters, Jr.....	Malvern, Ark.
★★Dr. J. W. Kennedy, Local Surgeon.....	Arkadelphia, Ark.
★★Dr. P. R. Anderson, Local Surgeon.....	Arkadelphia, Ark.
<b>EMERGENCY STATION</b> .....	Gurdon, Ark.
★Dr. A. W. Thompson.....	Gurdon, Ark.
★★Dr. G. R. Peeples.....	Gurdon, Ark.
★Dr. R. E. Pinkerton.....	Gurdon, Ark.
★Dr. C. A. Hesterly.....	Prescott, Ark.
★Dr. J. B. Hesterly, Local and Disp. Surgeon.....	Prescott, Ark.
★★Dr. G. G. Hairston, Local Surgeon.....	Prescott, Ark.
★★Dr. J. W. Branch, Local Surgeon.....	Hope, Ark.
★★Dr. J. McKenzie.....	Hope, Ark.

NAME	LOCATION
<b>EMERGENCY STATION</b> .....	Texarkana, Ark.
★Dr. H. E. Murry.....	Texarkana, Ark.
★Dr. R. R. Brunazzi.....	Texarkana, Ark.
★Dr. W. D. Smith, Asst. Surgeon.....	Texarkana, Ark.
<b>EMERGENCY STATION</b> .....	Hot Springs, Ark.
★Dr. A. H. Tribble, Resident Surgeon.....	Hot Springs, Ark.
★★Dr. L. G. Martin, Resident Surgeon.....	Hot Springs, Ark.
★★Dr. E. M. Smith, Local Surgeon.....	Hot Springs, Ark.
★★Dr. M. H. Wilmoth.....	Glenwood, Ark.
★★Dr. J. B. Stueart.....	Norman, Ark.
★★Dr. W. H. Toland.....	Nashville, Ark.
★Dr. E. V. Dilday.....	Nashville, Ark.
★★Dr. R. B. Robins.....	Camden, Ark.
★★Dr. J. P. McAlister.....	Camden, Ark.
★★Dr. T. J. Meek.....	Camden, Ark.
★★Dr. W. L. Newton.....	Smaekover, Ark.
★★Dr. G. W. Warren.....	Smaekover, Ark.
★Dr. J. B. Wharton, Sr.....	El Dorado, Ark.
★★Dr. J. B. Wharton, Jr.....	El Dorado, Ark.
★★Dr. J. H. Pinson.....	El Dorado, Ark.
★★Dr. J. M. Irvin.....	Sheridan, Ark.
<b>EMERGENCY STATION</b> .....	Pine Bluff, Ark.
★Dr. B. D. Luck, Resident Surgeon.....	Pine Bluff, Ark.
★★Dr. H. S. Stern.....	Pine Bluff, Ark.
★★Dr. H. J. Morris.....	Pine Bluff, Ark.
★★Dr. F. C. Maguire.....	New Augusta, Ark.
★★Dr. J. W. Morris.....	McCrary, Ark.
★Dr. T. G. Price, Joint Div. Surgeon.....	Wynne, Ark.
★★Dr. T. S. Hare.....	Crawfordsville, Ark.
<b>EMERGENCY STATION</b> .....	Memphis, Tenn.
★Dr. J. O. Gordon, Div. Surgeon.....	Memphis, Tenn.
★★Dr. H. S. Rhea, Ass't. Div. Surgeon.....	Memphis, Tenn.
Dr. C. D. Blasingame.....	Memphis, Tenn.
Dr. M. W. Wilder.....	Memphis, Tenn.

★Medical Examiners for Examination of all Applicants.

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

### FOR INFORMATION ONLY CONDENSED RED BALL SCHEDULES

TRAINS SOUTHWARD					STATIONS	TRAINS NORTHWARD				
MTS	67	65	267	265		60	72	272	269-268	266
2 05AM	2 30AM	8 10AM			..... POPLAR BLUFF.....	1 30PM	10 30PM			
5 50AM	7 00AM	1 00PM			..... NORTH LITTLE ROCK.....	9 00AM	4 00PM			
6 05AM	8 45AM	3 30PM	4 30AM	10 00AM	..... TEXARKANA.....	8 00AM	3 00PM	1 00PM		12 15AM
9 15AM	1 30PM	8 30PM			..... NEWPORT.....					
			3 40AM		..... MEMPHIS.....					
			2 00AM						11 30PM	
			8 30PM	1 30AM				6 30PM	5 30AM	6 00AM