

## Company Surgeons

## Location

T. L. HANSEN, Chief Surgeon, La Salle St. Station.....	Chicago
J. M. L. JENSEN, Assistant Chief Surgeon.....	Little Rock
P. W. HOOVER, Dist. and Hos. Surgeon and Examiner.....	
Gordon P. OATES, Asst. Dist. and Hospital Surgeon and Examiner.....	
K. W. Cosgrove, Division Oculist and Aurist.....	Memphis
JOHN HENRY, Asst. Oculist and Aurist.....	
PAUL MONTGOMERY, Dental Surgeon.....	
J. H. FRANCIS, Local Surgeon and Examiner.....	West Memphis
I. FENNIC TULLIS, Asst. Local Surgeon.....	
D. H. ANTHONY, Oculist and Aurist.....	
D. F. FISHER, Oculist and Aurist.....	Forrest City
RALPH HAMILTON, Local Surgeon.....	
J. M. ROY, Local Surgeon.....	
H. L. McCLENDON.....	Brinkley
E. D. McKNIGHT.....	
C. H. McKNIGHT.....	
TRAVIS MATTHEWS.....	Hazen
DAN STAPLES.....	Carlisle
ROBERT M. KELLY.....	Lonoke
J. F. GILLIAM.....	Des Arc
SAM J. ALBRIGHT.....	Searcy
MILTON C. JOHN.....	Stuttgart
R. V. McCRAY.....	Malvern
CURTIS W. JONES.....	Benton
E. K. CLARDY.....	Hot Springs
M. TAYLOR.....	Sparkman
WALTER P. HARRIS, Local Surgeon.....	Danville
S. P. McCONNELL, Examiner.....	Booneville
E. J. BROWN.....	Mansfield
S. C. DEAN.....	Howe
RAFEL RIGUAL, Local Surgeon.....	Wister
EARL M. WOODSON.....	Red Oak
J. H. BAKER, SR., Local Surgeon.....	
T. L. HENRY, Consulting Surgeon.....	
J. M. HARRIS, Local Surgeon.....	Wilburton
J. DURROUGH, Div. Surgeon and Examiner.....	Halleyville
LOUIS DAKIL.....	
L. C. KUYRKENDALL, Oculist, Aurist and Examiner.....	
L. J. GEORGE.....	Stuart
CLYDE KERNEK, Local Surgeon.....	Holdenville
G. B. VAN SANDT.....	Wewoka
C. S. CHAMBERS.....	Seminole
G. S. BAXTER, Division Surgeon and Examiner.....	Shawnee
J. W. BAXTER, Asst. Div. Surgeon and Examiner.....	
C. M. HIRST, Asst. Div. Surgeon and Examiner.....	
J. R. HAYES, Asst. Div. Surgeon and Examiner.....	Fordyce
W. M. GALLAHER, Oculist and Examiner.....	
CLINTON GALLAHER, Oculist and Examiner.....	
H. H. ATKINSON.....	Camden
R. B. ROBINS.....	Hermitage
W. B. REASONS.....	Callon
W. F. GINN.....	El Dorado
J. B. WHARTON, Div. Surgeon and Examiner.....	
J. B. WHARTON, JR., Asst. Div. Surgeon and Examiner.....	
J. H. PINSON, JR., Asst. Div. Surgeon and Examiner.....	Bornton
C. H. LANDERS, Oculist and Aurist.....	
W. C. REEVES.....	
H. C. MODISSETTE.....	Dubach
MARVIN T. GREEN.....	Ruston
C. S. McDONALD.....	Jonesboro
GEORGE M. RODGERS.....	Winnfield
R. BRUCE WALLACE, JR., Div. Surgeon and Examiner.....	Alexandria
E. R. GANDY, Oculist and Aurist.....	LeCompte
B. C. BLAKE.....	
FRANK SAVOY.....	

## Official Hospitals

Name	Place—Office Location	Telephones
Baptist State Hospital.....	Little Rock, 1720 W. 13th St.....	4-2331
Warner-Brown Hospital.....	El Dorado, Oak St.....	3-4151
Baxter Hospital.....	Shawnee, 134 So. Center.....	2240, 2241, 2242

## Emergency Hospitals

Name	Place
St. Joseph Hospital.....	Memphis
Mercy Hospital.....	Brinkley
General Hospital.....	McAlester
Eunice Sanitarium.....	Eunice

## Chicago, Rock Island &amp; Pacific Railroad



# TIME TABLE

## ARKANSAS DIVISION SECOND DISTRICT

# No. 5

EFFECTIVE AT 12:01 A. M.  
CENTRAL STANDARD TIME

SUNDAY, SEPTEMBER 27, 1953

R. H. ANDERSON,  
Superintendent

J. H. LLOYD,  
Ass't Gen'l Manager

E. E. FOULKS,  
Gen'l Sup't Transportation

O. W. LIMESTALL,  
General Manager

This Time Table for the exclusive use  
and guidance of Employees

# Main Line Westward

SECOND CLASS				FIRST CLASS			MP from Memphis	SUBDIVISION 52	
								STATIONS	
								Time Table No. 5	
								September 27, 1953	
		725	991	993	727	111	51	31	
		Cotton Belt Freight	Freight	Freight	Cotton Belt Freight	Passenger	Passenger	Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		P. M. 7.30	P. M. 7.30	A. M. 10.30	A. M. 6.30	P. M. 7.30	A. M. 9.00		
									UD-US
									3.4
									3.4
		7.50	7.40	10.45	6.53	7.39	9.09		4.1
									8.2
		8.00	7.50	11.00	7.03	7.45	9.15		9.4
									13.7
		8.06	7.56	11.07	7.10	7.50	9.20		19.7
		8.14	8.04	11.15	7.20	7.56	9.26		26.9
		8.23	8.13	11.25	7.38	8.03	9.33		32.3
		8.30	8.20	11.32	7.51	8.09	9.39		38.5
		8.38	8.28	11.40	8.00	8.15	9.45		40.7
		8.41	8.31	11.43	8.05	8.17	9.47		44.8
		8.48	8.38	11.50	8.15	s 8.22	s 9.52		47.8
									51.8
		8.53	8.43	11.55	8.20	8.30	9.58		59.0
		8.59	8.49	12.01	8.26	8.34	10.02		64.5
		9.08	8.58	12.10	8.38	8.41	10.09		68.5
		9.15	9.05	12.17	8.45	8.46	10.14		69.2
		9.25			8.55	8.50	10.18		74.3
		P. M. -			A. M. -				82.3
			9.15	12.37		s 9.02	s 10.22		86.3
			9.23	12.52		9.09	10.28		88.3
			9.33	1.04		9.17	10.35		93.3
						9.23	10.41		98.3
			9.45	1.16		9.26	10.43		102.8
			9.52	1.24		f 9.32	s 10.48		111.5
			9.59	1.31		9.37	10.53		117.0
			10.05	1.37		f 9.42	10.57		124.6
			10.16	1.49		f 9.51	11.05		129.7
			10.23	1.56		9.57	11.11		130.5
			10.32	2.05		10.05	11.18		131.9
			10.39	2.13		10.10	11.23		132.8
									132.9
			10.44	2.18		10.14	11.26		135.2
									135.2
			10.55	2.23		s 10.25	s 11.35	A. M. 8.30	135.2
						10.45	12.05	P. M. -	
			11.40	3.00		10.49	12.09	8.35	
			P. M.	P. M.		P. M.	P. M.	A. M.	

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD**

No. 51 discharge from Memphis or beyond and receive for Booneville or beyond.

North Little Rock: HMT (Hold Main Track) color-light dwarf signal MP 131, pole 1 for Westward trains. This signal displays yellow indication only, and when so displayed authorizes movement on main track to absolute signal at MP 131, pole 35, subject to indication of ABS 1313. This "Hold Main Track" signal is not an automatic block signal.

# Main Line Eastward

**SUBDIVISION 52  
STATIONS  
Time Table No. 5  
September 27, 1953**

	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS				SECOND CLASS			
					112	32	52		722	994	992	728
					Passenger	Passenger	Passenger		Cotton Belt Freight	Freight	Freight	Cotton Belt Freight
					Daily	Daily	Daily		Daily	Daily	Daily	Daily
MEMPHIS, TENN. 3.4	27000		Yard	RFWY	A.M. 6.50		P. M. 6.30		A.M. 4.25	A. M. 5.00	P.M. 5.30	P.M. 5.30
SL-SF Crossing												
BRIDGE JCT., ARK. 0.7	27004											
BRIARK 1.1	27005			R	6.30		6.10		3.50	4.15	4.15	5.09
WIMEF 1.2	27008											
HULBERT (W. Memphis) 1.2	27009	65	250	Yd	6.24		6.04		3.43	3.55	4.00	4.58
MOUNDS 6.0	27013	115			6.19		5.59		3.31	3.41	3.27	4.50
PROCTOR 7.2	27020	91	17		6.13		5.53		3.21	3.31	3.19	4.37
METH 5.4	27027	100	50		6.05		5.46		3.11	3.21	3.10	4.23
BLACKFISH 5.2	27032	85			5.59		5.40		3.03	3.13	3.03	4.12
WIDENER 2.2	27038	88	20		5.51		5.33		2.55	3.05	2.55	3.59
MADISON 4.1	27041		131		5.48		5.30		2.51	3.01	2.51	3.55
FORREST CITY MoPac Crossing 3.0	27045	80	206	WYd	s 5.42		s 5.25		2.45	2.55	2.45	3.47
REDFERN 4.0	27047	100			5.35		5.17		2.35	2.45	2.33	3.42
PALESTINE 7.2	27052	90	30		5.30		5.13		2.30	2.40	2.28	3.34
GOODWIN 5.5	27059	101	19		5.21		5.06		2.18	2.28	2.18	3.20
WHEATLEY 4.0	27064	97	36		5.14		5.00		2.10	2.20	2.10	3.08
COTTON BELT JCT. 0.7				Yd	5.07		4.56		2.00 A.M.			3.00 P.M.
CRISP Crossing. SLSW Crossing. BRINKLEY 5.1	27069	W100 E 96	106	RFWYd	s 4.57		s 4.52			2.00	2.00 1.10 993	
EDEN 8.0	27074	99	9		4.43		4.40			1.50	12.52	
BISCOE 4.0	27083	90	43		4.33		4.32			1.40	12.41	
DEVALLS BLUFF 2.0	27086		86		4.26		4.27					
MESA 5.0	27088	98	47	YYd	4.21		4.24			1.25	12.25	
HAZEN 4.4	27093	90	59		f 4.15		e 4.19			1.18	12.15 P.M.	
SCREETON 5.0	27098	100	18		4.07		4.14			1.11	12.05 A.M.	
CARLISLE 8.7	27103	90	101	W	f 4.00		4.09			1.05	11.57	
LONOKE 5.5	27111	98	137		f 3.48		4.00				12.53	11.42
METO 7.6	27117	94			3.39		3.54				12.45	11.33
GALLOWAY 5.1	27124	100	15		3.31		3.46				12.35	11.18
TIE PLANT 0.9	27129	30		Yd	3.26		3.41				12.25	10.48
SLSW Crossing 1.4	27130											
NORTH LITTLE ROCK 0.9	27132	62	550	Yd	3.23		3.38				12.20	10.43
East MoPac Crossing 0.1												
LITTLE ROCK 2.3	27133	38	260	RFWYd	s 3.20 3.00		P.M. 2.55 s 3.35 3.20				12.15	10.40
BIDDLE 135.2	27136		Yard	RFWYd	2.46 A.M.		2.41 P.M.				12.01 A.M.	10.20 A.M.

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**

No. 52 discharge from Booneville or beyond and receive for Memphis or beyond.

Hulbert: HMT (Hold Main Track) color-light dwarf signal MP 9, pole 13 for Eastward trains. This signal displays yellow indication only, and when so displayed authorizes movement on main track to absolute signal at MP 8, pole 16. This "Hold Main Track" signal is not an automatic block signal.

# Westward

# Main Line

# Eastward

SECOND CLASS				FIRST CLASS				SUBDIVISION 51 STATIONS				FIRST CLASS				SECOND CLASS	
991				111 51 31				Time Table No. 5				32 52 112 994					
Freight				Passenger				September 27, 1953				Passenger				Freight	
Daily				Daily				M. P. from Memphis				Daily				Daily	
P. M. 10:55 P. M. 11:40 A. M. 2:30				P. M. 10:45 P. M. 12:09 A. M. 8:35				Capacity of Sidings Capacity of Other Tracks				P. M. 2:55 P. M. 3:20 A. M. 3:00				A. M. 12:15 A. M. 12:01 P. M. 10:30	
2:44 1:12				10:51 12:12 8:39				38 260 DS..... LITTLE ROCK.....				P. M. 2:41 P. M. 3:12 A. M. 2:46				9:30	
2:55				10:58 12:20				Yard				P. M. 2:39 P. M. 3:10 A. M. 2:44				9:30	
3:12				11:10 12:32				JC				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
3:17				11:15 12:36				Signal Block None Rule 401 to 408				P. M. 2:39 P. M. 3:10 A. M. 2:44				9:30	
3:23				11:20 12:41				Main Track to Main Track				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
3:30				11:26 12:47				FA				P. M. 2:39 P. M. 3:10 A. M. 2:44				9:30	
3:55				11:44 1:07				West MoPac Crossing				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:04				11:50 1:13				PULASKI				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:10				11:54 1:17				MAUMELLE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:20				12:01 1:25				PINNACLE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:30				12:09 1:32				NATURAL STEPS				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:39				12:15 1:45				ROLAND				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:45				12:21 1:51				LEDWIDGE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
4:53				12:27 1:57				BIGELOW				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:00				12:39 2:05				HOUSTON				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:09				12:46 2:12				COPPERAS GAP				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:18				12:54 2:19				PERRY				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:25				1:01 2:25				ADONA				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:34				1:08 2:32				HOMEWOOD				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:45				1:15 2:39				CASA				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
5:55				1:22 2:46				BIRTA				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
6:07				1:29 2:54				OLA				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
6:18				1:51 3:05				MICKLES				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
6:20				2:01 3:17				DANVILLE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				A. M.				BELEVILLE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				HAYANA				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				WAVELAND				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				BLUE MOUNTAIN				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				MAGAZINE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				BOONEVILLE				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	
A. M.				P. M.				BOONEVILLE YARD				P. M. 2:33 P. M. 3:03 A. M. 2:33				9:10	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

No. 112 flag stop for revenue passengers only.

No. 51 and No. 52 receive or discharge to or from Little Rock or McAlester or beyond.

Information only:

No. 992 Booneville, 6:00 p.m.; Biddle, 12:30 a.m.

No. 993 Biddle, 3:30 p.m.; Booneville, 9:30 p.m.

Booneville: HMT (Hold Main Track) color-light dwarf signal MP 261, pole 24 for Westward trains. This signal displays indication Rule 290 only and when so displayed it authorizes movement on main track to yard entrance switch at MP 251, pole 31. Eastward color-light dwarf signal MP 251, pole 34 displays indications Rules 290 and 292, and governs movement to east switch of siding. These signals are not automatic block signals.

# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	Distance from Booneville	SUBDIVISION 50 STATIONS			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS				
991	51	111	52	112				994	52	112				994	52	112	994	52	112	994
Freight	Passenger	Passenger	Passenger	Passenger				Freight	Passenger	Passenger				Freight	Passenger	Passenger	Freight	Passenger	Passenger	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
6.18	3.15	1.59			0.0	BO.....BOONEVILLE.....TO	251.7	.....	WRyd											
6.20	3.17	2.01		Yard	0.3	.....BOONEVILLE YARD.....	252.0	27252	YdFWY											
6.40						.....BARBER.....P	259.6	27260	.....											
6.55	3.27	2.11	50	7.9		.....ECHO.....P	264.3	27264	.....											
7.04	3.33	2.18	73	12.6		.....ABBOTT.....P	268.4	27268	.....											
7.11	3.38	2.24	50	18	16.7	.....MANSFIELD.....TO	271.5	27272	.....											
7.19	s 3.45	s 2.33	39	43	19.8	.....HARTFORD, ARK.....TO	280.0	27280	W											
7.31	s 3.56	2.44	73	75	28.3	.....MONROE, OKLA.....P	288.4	27288	.....											
7.43	4.07	2.54	60	9	36.7	.....KCS Crossing.....	295.4	.....	.....											
8.00	s 4.15	s 3.02	73	59	43.7	.....HOWE.....TO	295.4	27295	Y											
8.15	s 4.29	3.18	83	70	50.1	.....SL-SF Crossing.....UX	301.8	.....	.....											
8.25	4.38	3.27	82	57.0		.....WISTER.....TO	301.8	27301	W											
	4.42	3.31	10	60.8		.....CASTON.....P	308.7	27309	.....											
8.37	4.48	3.36	76	2	64.3	.....FANSHAWE.....P	312.5	27313	.....											
8.50	4.55	3.44	71	24	70.6	.....HUGHES.....P	316.0	27316	.....											
9.00	5.04	3.54	82	10	78.3	.....RED OAK.....TO	322.3	26322	.....											
9.10	s 5.14	4.01	64	92	83.9	.....PANOLA.....P	330.0	27330	.....											
9.42	5.19	4.07	92	88.3		.....WILBURTON.....TO	335.6	27335	W											
10.14	5.30	4.20	82	57	98.2	.....LIMESTONE.....P	340.0	27340	.....											
10.30	s 5.36	4.30	26	99.8		.....GOWEN.....P	349.9	27350	Yd											
A. M.	P. M.	A. M.	Yard	101.6		.....HARTSHORNE.....P	351.5	27352	YdY											
	5.33	4.22				.....HAILEYVILLE.....TO	353.3	27353	RYd FW											

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

No. 51 and No. 52 receive or discharge to or from Little Rock or McAlester or beyond.

Haileyville: No. 1 track east yard designated as siding.

Booneville: HMT (Hold Main Track) color-light dwarf signal MP 251, pole 24 for Westward trains. This signal displays Indication Rule 290 only and when so displayed it authorizes movement on main track to yard entrance switch at MP 251, pole 31. Eastward color-light dwarf signal MP 251, pole 34 displays Indications Rules 290 and 292, and governs movement to east switch of siding. These signals are not automatic block signals.

**Information only:**

No. 992 Haileyville, 9:20 a.m.; Booneville Yard, 5:00 p.m.

No. 993 Booneville, 12:01 a.m.; Haileyville, 7:00 a.m.

# Westward

# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		Capacity of Skatings	Capacity of Other Tracks	Distance from Halleyville	SUBDIVISION 49			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
	991		51	111						STATIONS				52	112	994	
	Freight		Passenger	Passenger			Time Table No. 5			Passenger	Passenger	Freight					
	Daily		Daily	Daily			September 27, 1953			Daily	Daily	Daily					
	A. M.		P. M.	A. M.						A. M.	P. M.	P. M.					
	11:30		5:46	4:30	.....	Yard	0.0	HY.....	HAILEYVILLE.....	TO	353.3	27353	RYd				
	11:45		5:57	4:40	71	.....	7.6	.....	ALDERSON.....	P	360.9	27361	.....	10:10	8:56	12:13	
	12:01		6:05	5:01	137	410	13.1	MA.....	MALESTER.....	TO	366.4	27366	YdY	9:54	8:38	991-P.M.	12:01
	12:25		6:40	5:11	67	.....	20.2	.....	BOLTON.....	P	373.5	27374	.....	9:39	8:00	A.M.	11:46
	12:35		6:46	5:16	76	56	24.1	.....	HAYWOOD.....	P	377.4	27377	Y	9:35	7:56		11:40
	12:41		6:50	5:20	72	.....	26.6	.....	WHITES.....	P	379.9	27380	.....	9:32	7:53		11:35
	12:54		6:59	5:28	81	11	33.2	.....	STUART.....	P	386.5	27387	.....	9:25	7:46		11:24
	1:04		7:10	5:36	43	.....	37.8	.....	HILL TOP.....	P	391.1	27391	.....	9:19	7:40		11:16
	1:18		7:18	5:44	90	64	43.9	CA.....	CALVIN.....	TO	397.2	27397	W	9:11	7:32		11:05
	1:28		7:27	5:49	70	.....	47.1	.....	AGUA.....	P	400.4	27400	.....	9:06	7:27		10:57
	1:41		7:37	5:55	57	.....	52.0	.....	BILBY.....	P	406.3	27405	.....	8:59	7:21		10:48
	1:53		7:51	6:06	147	275	57.5	HD.....	HOLDENVILLE.....	TO	410.7	27411	WY	8:50	7:13		10:38
	2:11		8:06	6:22	113	132	65.4	WA.....	WEWOKA.....	TO	418.7	27419	.....	8:40	6:57		10:28
	2:26		8:14	6:31	112	.....	71.7	.....	LIMA.....	P	425.0	27426	.....	8:30	6:47		10:11
	2:36		8:20	6:35	58	.....	75.2	.....	PERTIG.....	P	428.5	27429	Yd	8:26	6:43		10:04
	2:45		8:29	6:45	65	274	77.9	DM.....	SEMINOLE.....	TO	431.2	27431	YdW	8:23	6:39		9:59
	2:55		8:36	6:51	89	11	82.5	.....	TRACY.....	P	435.8	27436	.....	8:12	6:32		9:49
	3:05		8:42	6:58	60	19	86.5	RA.....	EARLSBORO.....	TO	439.8	27440	.....	8:07	6:26		9:39
	3:15		8:46	7:02	71	.....	88.8	.....	KING.....	P	442.1	27442	.....	8:04	6:23		9:35
	4:15		9:13	7:28	.....	Yard	95.6	.....	SHAWNEE.....	P	448.2	27448	YdW	7:55	6:15		
	P.M.		P.M.	A.M.	.....	Yard	95.6	JE.....	SHAWNEE YARD.....	TO	448.9	27448	RYd	7:52	6:10		
					.....								FWY	7:48	5:59	9:20	
					.....									A.M.	P.M.	A.M.	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.  
FORM Y ORDERS AUTHORIZED

Shawnee: Westward first class trains taking siding will use old main track MP 447-34 to Park Street crossover.

The east switch of the east crossover at Park Street is the point where time applies with respect to Rules 86 and S-89.

Halleyville: No. 1 track east yard designated as siding.

Information only:

No. 992 Shawnee Yard, 12:01 a.m.; Halleyville, 6:00 a.m.  
No. 993 Halleyville, 1:00 p.m.; Shawnee Yard, 8:00 p.m.

ABS 3548 located MP 354 Pole 30 to govern eastward trains from signal to end of block board.

ABS 3539 located MP 353 Pole 20 to govern westward trains from signal to end of block board.

# Southward

# Hot Springs Branch

# Northward

SECOND CLASS		FIRST CLASS		Station Numbers	SUBDIVISION 51a STATIONS				M. P. from Hot Springs Jct.	Capacity of Slidings	Capacity of Other Tracks	Signs	FIRST CLASS		SECOND CLASS			
93	697	31			Signal Indic- ator Next Miles 400 to 406	Time Table No. 5							RFWT Yd	YYd	32	94 698		
Freight	Freight	Passenger				September 27, 1953									Passenger	Freight	Freight	Freight
Daily	Daily Except Saturday	Daily													Daily		Daily	Daily Except Sunday
P.M. 6.00	A.M. 7.30	A.M. 8.35		27136	JC	.. SIDDLE.....	*TO	.....	.....	Yard	.....	P.M. 2.41	A.M. 6.30	P.M. 3.45				
6.05	7.35	8.39		27137	Signal Indic- ator Next Miles 400 to 406	{ .. HOT SPRINGS JCT.....	0.0	.....	.....	YYd	.....	2.39	6.05	3.35				
6.18	8.05	8.47		81142	.....	BRITAIN.....	4.9	76	.....	.....	.....	2.30	5.50	3.20				
6.32	8.21	8.56		81148	.....	VIMY RIDGE.....	11.6	67	9	.....	f	2.22	5.35	3.05				
6.45	8.40	9.08		81155	BI	.. BAUXITE.....	TO	18.8	121	.....	s	2.10	5.22	2.45				
		9.18		81159	.....	MoPac Crossing.....	UX	22.1	.....	.....								
6.55	9.28	9.18		81159	N	.. BENTON.....	TO	23.1	82	111	W	s	2.02	5.10	2.25			
7.05	9.55	9.28		81164	SK	.. HASKELL.....	TO	27.4	88	155	RYd	1.55	5.00	2.15				
P.M.		A.M.			.....	MoPac Crossing.....	UX	27.7	.....	.....	.....	P.M.	A.M.					
	10.05			81167	.....	FRANCWAY.....	TO	31.1	.....	28	.....			1.45				
	10.30			81176	BF	.. BUTTERFIELD.....	TO	40.0	27	90	RYd			1.30				
	A.M.			81180	GS	.. JONES MILLS.....	TO	44.8	27	30	Yd			P.M.				
				81184	.....	PRICE.....	TO	48.1	.....	17	.....							
				81187	.....	LAKE CATHERINE.....	TO	50.7	.....	47	.....							
				81193	HD	.. HOT SPRINGS.....	TO	57.0	9	171	RYd W							

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

FORM Y ORDERS AUTHORIZED

Nos. 31 and 32 will stop Berger, Guilford and Brooks to receive or discharge revenue passengers.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	52	69.2	65	55.3	74	48.6	82	43.9	90	40.0	110	32.7	150	24.0	220	16.4
34	106.0	54	66.6	66	54.5	75	48.0	83	43.4	91	39.6	116	31.3	155	23.2	230	15.6
36	100.0	56	64.2	67	53.7	76	47.4	84	42.9	92	39.1	120	30.0	160	22.5	240	15.0
38	94.7	58	62.0	68	52.9	77	46.7	85	42.4	93	38.7	125	28.8	170	21.2	250	14.4
40	90.0	60	60.0	69	52.1	78	46.1	86	41.9	94	38.2	130	27.7	180	20.0	260	13.8
42	85.7	61	59.0	70	51.4	79	45.6	87	41.4	95	37.9	135	26.7	190	18.9	270	13.3
45	80.0	62	58.0	71	50.7	80	45.0	88	40.9	100	36.0	140	25.7	200	18.0	280	12.8
48	75.0	63	57.1	72	50.0	81	44.4	89	40.4	105	34.3	145	24.8	210	17.1	290	12.4
50	72.0	64	56.2	73	49.3												

**Southward**

**Camden Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Stalls	SUBDIVISION 51c STATIONS		M. P. from Butterfield	Signs	SECOND CLASS			
	695	697					696	698						
	Freight	Freight									Freight	Freight		
	Daily except Saturday	Daily except Saturday									Daily Except Sunday	Daily Except Sunday		
		A.M. 11:00		81176	53	26	BF..... BUTTERFIELD..... TO	0.0	RYTd			P.M. 1:30		
		P.M. 11:30		82181	62	30	MR..... MALVERN..... TO	5.0	RFWYd		A.M. 7:15	12:30 P.M.		
		P.M.			22		..... MoPac Crossing..... UX	5.6						
		12:15 A.M.		82190	13	45	..... LANDERS.....	13.8			6:40			
		12:45 P.M.		82200	8	50	..... WILLOW.....	23.6			6:15			
		1:10		82208	29		..... MANNING.....	31.8			5:50			
		1:35		82216	16	52	RA..... SPARKMAN..... TO	40.1			5:25			
		1:50		82220	9		..... OUACHITA.....	44.6			5:10			
		2:00		82224	16		..... SMEAD.....	48.6			5:00			
		2:15		82230	....	51	..... AMY.....	52.9			4:45			
				82235	15		..... SHUMAKER.....	58.5						
		2:45		82237	15		..... KENT.....	60.5			4:15			
							..... StLSW JCT.....	60.5						
		3:00 A.M.		82240	59		CN..... CAMDEN..... TO	63.2	RW		4:00 A.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 695 IS SUPERIOR TO No. 696.  
 TIME TABLE RULE No. 14 IN EFFECT BETWEEN MALVERN AND KENT.

The following letters and symbol indicate:

- F--Fuel Station
- P--Train Dispatchers Telephone.
- R--Train Register Station.
- T--Turn Table.
- W--Water Station--Diesel Engines.
- Y--Wye.
- UX--Railroad Crossing not protected by interlocking.
- TO--Train Order Station.
- Yd--Station where yard limit signs are maintained.
- \*--Radio Installation.



# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53 STATIONS		M. P. from Haskell	Signs	FIRST CLASS		SECOND CLASS	
93	31	32	94				Time Table No. 5				32	94		
Freight	Passenger	Passenger	Freight				September 27, 1953				Passenger	Freight		
Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily
P.M.	A.M.	P.M.	A.M.								P.M.	A.M.	P.M.	A.M.
7-20	9-28	81164	125	88	SK.....	HASKELL.....	TO	0.0	RYd		1-55	4-55		
7-35	f 9-42	85172	16	57		FENTER.....		8.9			f 1-39	4-35		
	s 9-48	85176	12			POYEN.....		12.4			s 1-33			
7-41	9-51	85178	17			LENHAM.....		14.2			1-29	4-25		
7-47	f 9-58	85182	22			THIEL.....		18.1			f 1-24	4-18		
7-55	s10-07	85187	22	55	OA.....	LEOLA.....	TO	23.4			s 1-16	4-08		
8-07	s10-18	85194	33	55		CARTHAGE.....		30.4			s 1-04	3-55		
8-17	f10-26	85200	56			BUNN.....		36.5			f12-54	3-45		
8-28	f10-35	85207	22	56		IVAN.....		43.9			f12-43	3-30		
8-58	s10-45	85214	231	100		FORDYCE.....		50.7	WYd		s12-33	3-15		
						FY.....	SLSW Crossing.....	TO	50.8					
9-13	f10-55	85219	6	58		LINDALE.....		56.9			f12-21	2-10		
9-43	s11-06	85228	168	56	NS.....	TINSMAN.....	TO	64.6	YYd W		s12-07	1-45		
	11-16	85233	80			GRAM.....		70.9			A.M. 11-55			
10-10	s11-23	85237	33	100	HR.....	HARRELL.....	TO	73.6			s11-50	1-01		
10-25	f11-36	85246		75		ARTESIAN.....		82.1			f11-36	12-35		
10-40	s11-45	85252	104	56	KN.....	CALION.....	TO	89.0			s11-27	12-10		
10-55	11-54	85258		125		HERMA.....		95.6			11-19	11-45		
11-30	A.M. 12-10	85264	1520		DO.....	EL DORADO YARD.....	TO	100.4	RFWT YYd		11-12	11-30		
94 P.M.	P.M.				DO.....	EL DORADO.....	TO	100.8	RYd		11-09	P.M.		
	12-15		125								A.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
FORM Y ORDERS AUTHORIZED

Nos. 31 and 32 will stop Nydia, Ellsville, Levit and Quinn to receive or discharge revenue passengers.

Engines must not go beyond pump house on saw mill track at Callon.

Toler Lumber Co. Spur cannot be used beyond loading platform.

# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 54 STATIONS		M. P. from Haskell	Signs	FIRST CLASS		SECOND CLASS	
93	Freight	31	Passenger				STATIONS				32	94		
Daily	Daily	Daily	Daily				Time Table No. 5			Passenger	Freight	Daily	Daily	
		P.M. 12:30			125		DO..... EL DORADO..... TO	100.9	RYd	A.M. 10:49				
A.M. 1:30		12:32	85264	1520		DO..... EL DORADO YARD..... TO	100.6	RFWTY Yd		10:44		P.M. 9:30		
2:10		12:58	85280	80	65	JN..... JUNCTION CITY, ARK.-LA..... TO	116.7			10:14		8:10		
2:22		1:09	85287	10	43	LILLIE.....	123.5			10:02		7:50		
2:30		1:18	85291		56	COPLEY.....	127.8			9:54		7:40		
2:38		1:26	85296	45	43	BN..... BERNICE..... TO	132.2			9:46		7:32		
2:59		1:43	85305	62	47	DU..... DUBACH..... TO	141.2			9:28		7:15		
3:10		1:50	85309	22		HILLY.....	145.5			9:19		7:05		
3:18		2:01	85314		25	VIENNA.....	150.3			9:10		6:55		
3:50		2:18	85319	175	70	RS..... RUSTON..... TO	154.8	WYYd		8:58		6:45		
		2:29	85326	8	57	IC Crossing.....								
4:01		2:29	85326	8	57	CLAY.....	161.8			8:48		6:15		
4:05		2:34	85329	38		SY..... ANSLEY..... TO	164.7			8:41		6:08		
4:13		2:40	85332	30	56	QUITMAN.....	168.3			8:32		6:00		
						NL&G Crossing.....								
4:25		2:52	85338	81		HO..... HODGE..... TO	174.0	Yd		8:22		5:42		
4:30		2:58	85340	74	34	JO..... JONESBORO..... TO	176.4			8:14		5:37		
4:42		3:14	85346	28	68	WYATT.....	182.4			8:02		5:27		
4:56		3:26	85352	11	62	DN..... DODSON..... TO	188.4			7:50		5:15		
5:08		3:37	85358		23	TANNEHILL.....	194.2			7:39		5:05		
5:16		3:44	85362	170		WINNFIELD YARD.....	198.1	Yd		7:32		4:55		
5:21		4:00 P.M.	85363	165		W..... WINNFIELD..... TO	199.3	RFFYd		7:30 A.M.		4:50		
5:37						WN..... L&A JCT..... TO	199.9	R				4:30		
						PINEVILLE JCT.....	245.5							
			85410			AD..... ALEX. L&A YARD..... TO	246.5	R						
				277		AX..... ALEXANDRIA YARD.....	246.8	RFWY Yd				3:00 P.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
FORM Y ORDERS AUTHORIZED

Nos. 31 and 32 will stop Cargile, Smith, Upland, Cornie, Randolph, Middlefork and Milam to receive or discharge revenue passengers. Davis Bros. Spur at Ansley cannot be used beyond Planer Mill Switch.

# Southward

# Eunice Branch

# Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 55 STATIONS			M. P. from Haskel	Signs	SECOND CLASS					
87							Time Table No. 5					88					
Freight										Freight							
Daily except Sunday										Daily except Sunday							
A. M.										P. M.							
			11:00				AD.....	ALEX. L & A YARD.....	0.7	TO	245.6		R				
			11:02	85410	277		AX.....	ALEXANDRIA YARD.....	0.4		246.2		FWYYd				8:35
			11:10	85411				ALEXANDRIA JCT.....	1.2		246.6						8:31
								T&P CROSSING.....	9.9	UX	247.8						8:25
								T&P Crossing.....	0.5		257.7						
			11:50	85422	15			LAMOURE.....	2.8		258.2						7:55
			A. M. 12:01	85425	30			LECOMPTÉ.....	0.4		261.0		Yd				7:45
			P. M.					RR&G Crossing.....	10.6	UX	261.4						
								CLL Crossing.....	2.8	UX	272.0						
				85439	18			EVANGELINE JCT.....	1.2		274.8		Y-Yd				
			1:15	85440	55			TURKEY CREEK.....	6.4		276.0		Yd				6:30
			1:45	85446	38			PINE PRAIRIE.....	2.1		282.4						6:00
			1:55	85448	25			EASTON.....	3.3		284.5						5:50
			2:30	85456	32	20		MAMOU.....	8.8		292.8						5:15
			3:05					SO. PAC. JCT.....	1.0		301.6						4:40
			3:20	85465				EUNICE.....	57.1	UX	302.6		RYYd				4:30 P. M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 87 IS SUPERIOR TO No. 88. TIME TABLE RULE No. 14 IN EFFECT.

All trains will stop and flag street crossings at Laurel Ave. and Maple Ave., Eunice.

### LOUISIANA RAILROAD COMMISSION FLAGGING RULES.

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and engineman must stop and let him off at the first switch.

Above rules to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

**Southward**

**Searcy Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a STATIONS Time Table No. 5 September 27, 1953	M. P. from Mesa	Signs	SECOND CLASS			
	683	685								686	684		
	Freight	Freight								Freight	Freight		
	Tuesday, Thursday	Sunday only								Sunday only	Tuesday Thursday		
	P.M. 8:00	A.M. 10:00		89038	.....	44	..... SEARCY .....	37.6	RW	A.M. 8:00	P.M. 6:00		
							0.6 ..... DK&S Crossing..... UX	37.0					
	8:25	10:25		89034	.....	20	3.2 ..... HIGGINSON.....	33.8	Y	7:40	5:40		
							0.2 ..... MoPac Crossing..... UX	33.6					
	9:00	11:00		89027	.....	49	6.4 ..... GRIFFITHVILLE.....	27.2		7:05	5:05		
	9:10	11:10		89023	.....	13	3.8 ..... BELCHER.....	23.4		6:50	4:50		
	9:20	11:20		89020	.....	9	2.8 ..... STINEVILLE.....	20.4		6:40	4:40		
	10:00	11:50 A.M.		89014	.....	50	7.1 DC..... DES ARC..... TO	13.5		6:10	4:10		
				89007	.....	7	6.2 ..... GOSPODA.....	7.3					
	11:00 P.M.	12:50 P.M.		27088	98	91	7.3 ..... MESA..... P	0.0	RY	5:00 A.M.	3:00 P.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
TIME TABLE RULE No. 14 IN EFFECT.

**Southward**

**Stuttgart Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c STATIONS Time Table No. 5 September 27, 1953	M. P. from Mesa	Signs	SECOND CLASS			
		679								680			
		Freight								Freight			
		Daily Except Sunday								Daily Except Sunday			
	P.M. 1:00			27088	98	91	..... MESA..... P	0.0	RY	P.M. 5:30			
	1:20			84005	.....	7	5.2 ..... TOLLVILLE.....	5.2		5:10			
	1:30			84008	12		2.7 ..... BALLE.....	7.9		5:00			
	1:50			84014	9	18	6.1 ..... KAY.....	14.0	Y	4:40			
							5.9 ..... StLSW Crossing..... UX	19.9					
							0.7 ..... StLSW Crossing..... UX	20.6					
	2:15 P.M.			84021	.....	50	0.2 G..... STUTTGART..... TO	20.8	RYW	4:15 P.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 679 IS SUPERIOR TO No. 680.  
TIME TABLE RULE No. 14 IN EFFECT.

Southward

Crossett Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53a STATIONS			M. P. from Tinsman	Signs	SECOND CLASS			
			673				Time Table No. 5					674			
Freight							September 27, 1953					Freight			
Daily Except Sunday												Daily Except Sunday			
P.M. 9.00				85228	39		NS	TINSMAN	TO	0.0	RWYYd	P.M. 7.30			
9.35				86235	95	56		BANKS		6.2	Y	7.05			
9.50				86240	21			CRANEY		10.9		6.35			
								W&SR JCT.		15.7	Yd				
10.00				86246	56	57	H	HERMITAGE	TO	16.8	RYd	6.15			
10.15				86251	13			INGALLS		21.6		5.40			
10.25				86253		57		VICK		26.4		5.25			
10.35				86256	6			BROAD		29.3		5.10			
10.45				86259	14			STILLIONS		32.6		5.00			
11.00				86268		25		WHITLOW		37.5		4.45			
11.15				86269	38			WHITLOW JCT.		38.5		4.40			
								AD&N Crossing	UX						
								MoPac Crossing	UX	43.0					
								A&M JCT.							
11.45 P.M.				86274	102		ST	CROSSETT	TO	43.1	RWYYd	4.00 P.M.			

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
TIME TABLE RULE NO. 14 IN EFFECT.

## SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
<b>ALL SUBDIVISIONS</b>			
Authorized speed through switch leads of turnouts as follows:			
No. 15 .....	25		
No. 10 .....	15		
Less than No. 10 .....	10		
<b>LOCATION OF No. 15 TURNOUTS</b>			
Subdivision 52 MP 134 pole 31 crossover.			
Subdivision 52 MP 134 pole 33 End of two main tracks.			
Subdivision 51 MP 136 pole 14 Entrance West Lead.			
Subdivision 51a MP 39 pole 38 South end Malvern main track.			
<b>MAXIMUM ENGINE SPEEDS</b>			
345 to 377, inclusive .....	25		
500 to 528, inclusive .....	30		
529 to 599; 700 to 707, inclusive .....	40		
716 to 749; 762 to 835; 1000 to 1016, inclusive .....	50		
1301, 1303, 1305, 1307 and 1309 .....	55		
145 to 160; 425 to 429; 450 to 474, inclusive .....	65		
38 to 127; 402 to 411; 430 to 441, inclusive, 675-B, 677-B .....	70		
1200 series, 1300, 1302, 1304, 1306, 1308, 1310 and 1311 .....	70		
400 and 401; 485 to 499; 621 to 623, inclusive .....	79		
601 to 606; 625 to 656, inclusive; 675-A, 676-A and B, 677-A, 750, 751 .....	90		
9002, 9003 .....	65		
9006, 9012, 9014 .....	40		
Other Motor Cars .....	60		
Trains and engines making movement against current of traffic on two main tracks over facing point switches .....	30		
Road freight or passenger diesels, other than road switchers, backing up .....	40		
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.			
Engines running forward light or with only one car .....	Freight train speed		
Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.			
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Motor cars without cars approaching interlocking signals and within interlocking limits .....	10		
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer .....	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
These Instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:			
SUBDIVISION 49 .....	40		
SUBDIVISION 50 .....	40		
SUBDIVISION 51 .....	40		
SUBDIVISION 52 .....	40		
SUBDIVISION 53 .....	30		
SUBDIVISION 54 .....	30		
SUBDIVISION 55 .....	15		
SUBDIVISION 51A .....	25		
SUBDIVISION 51C .....	15		
SUBDIVISION 52A .....	15		
SUBDIVISION 52C .....	15		
SUBDIVISION 53A .....	25		
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.			
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.			
Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.			
Trains handling Biddle Wrecking Crane 95018 must not exceed speed of 15 MPH over bridges 1325, H-439, and LV-15.			
<b>SUBDIVISION 49 (except as shown below)</b> .....	59	49	
MP 353-13 to MP 354-27 .....	35	30	
MP 355-3 to MP 355-11 .....	50	40	
MP 359-10 to MP 359-16 .....	55	45	
MP 365-0 to MP 367-13 (except as shown below) .....	26	25	
MP 366-23 MKT Crossing .....	16	15	
MP 387-11 to MP 390-14 .....	45	30	
MP 392-33 to MP 394-10 .....	45	30	
MP 396-16 KO&G Crossing engine only .....	20	20	
MP 397-22 to MP 398-8 .....	30	20	
MP 401-1 to MP 401-8 .....	35	25	
MP 401-16 to MP 406-34 .....	50	40	
MP 406-35 to MP 407-5 .....	45	30	
MP 408-25 to MP 409-1 .....	50	40	
MP 410-26 SL-SF Crossing .....	20	20	
MP 414-8 to MP 415-2 .....	40	30	
MP 438-0 to MP 439-7 .....	45	35	
MP 444-38 to MP 445-8 .....	50	40	
MP 447-10 to MP 448-1 .....	25	25	
Bridge 3978 .....	20	20	
<b>SUBDIVISION 50 (except as shown below)</b> .....	59	49	
MP 251-27 to MP 253-1 .....	30	25	
MP 253-23 to MP 253-28 .....	50	40	
MP 259-7 to MP 259-14 .....	40	30	
MP 265-22 to MP 266-8 .....	40	30	
MP 276-2 to MP 276-28 .....	40	30	
MP 281-28 to MP 282-3 .....	40	30	
MP 283-16 to MP 283-23 .....	40	30	
MP 294-0 to MP 294-6 .....	35	25	
MP 295-14 KCS Crossing engine only .....	20	20	
MP 295-30 to MP 296-3 .....	45	35	
MP 298-20 to MP 299-14 .....	35	25	
MP 299-23 to MP 300-4 .....	20	15	
MP 300-17 to MP 302-20 (except as shown below) .....	30	30	
MP 301-29 SL-SF Crossing .....	15	15	
MP 335-30 to MP 336-5 .....	40	30	
MP 347-33 to MP 349-2 .....	40	30	
MP 351-10 to MP 353-13 .....	35	30	
<b>SUBDIVISION 51 (except as shown below)</b> .....	69	49	
MP 132-31 to MP 133-20 (except as shown below) .....	40	30	
MP 133-18 9th St. Crossing .....	35	30	
MP 134-19 to MP 134-29 .....	20	20	
MP 136-7 to MP 136-30 .....	40	35	
MP 138-24 to MP 139-26 .....	25	25	
MP 139-26 to MP 140-20 .....	45	40	
MP 140-20 to MP 142-15 .....	25	25	
MP 146-17 to MP 146-33 .....	45	35	
MP 148-33 to MP 149-2 .....	25	20	
MP 149-20 to MP 151-7 .....	40	35	
MP 151-7 to MP 153-0 .....	25	25	
MP 153-0 to MP 154-2 .....	45	35	
MP 154-2 to MP 161-0 .....	45	40	
MP 161-0 to MP 164-14 (except as shown below) .....	25	20	
MP 161-7 to MP 161-15 .....	40	30	
MP 164-14 to MP 167-7 .....	25	20	
MP 167-7 to MP 169-11 .....	40	30	
MP 169-11 to MP 170-9 .....	25	25	
MP 170-9 to MP 171-25 .....	50	40	
MP 171-25 to MP 174-2 .....	30	25	
MP 174-2 to MP 174-19 .....	25	20	
MP 178-5 to MP 179-32 .....	50	40	
MP 179-32 to MP 182-18 .....	50	40	
MP 197-2 to MP 197-13 .....	50	40	
MP 199-30 to MP 200-4 .....	50	40	
MP 202-22 to MP 202-34 .....	50	40	
MP 212-9 to MP 212-17 .....	35	30	
MP 215-34 to MP 216-21 .....	50	40	
MP 218-35 to MP 220-15 .....	40	35	
MP 227-0 to MP 227-7 .....	50	40	
MP 232-19 to MP 233-9 .....	40	30	
MP 234-24 to MP 235-13 .....	60	40	
MP 244-14 to MP 245-14 .....	55	45	
MP 251-16 to MP 252-4 .....	30	25	
<b>SUBDIVISION 52 (except as shown below)</b> .....	70	50	
Memphis—Entering 4th Street Yard .....	5	5	
Memphis—IC Wye, Texas and Broadway .....	5	5	
Kentucky Street Memphis to Blark .....	25	25	
MP 43-20 to MP 45-1 (except as shown below) .....	45	40	
MP 44-28 MoPac Crossing .....	35	35	
MP 84-27 to MP 87-29 (except as shown below) .....	46	40	
Bridge 853 .....	25	25	
MP 130-19 to MP 132-0 .....	40	35	
MP 132-0 to MP 132-31 (except as shown below) .....	35	35	
Bridge 1325 .....	30	30	
MP 132-27 East MoPac Crossing .....	20	20	
MP 132-31 to MP 133-20 (except as shown below) .....	40	30	
MP 133-18 9th St. Crossing .....	40	30	
MP 133-20 to MP 135-7 (except as shown below) .....	59	45	
MP 134-19 to MP 134-29 .....	35	30	

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
<b>SUBDIVISION 53 (except as shown below)</b>			<b>SUBDIVISION 51C (except as shown below)</b>		
MP 0-0 to MP 0-7	50	40	Butterfield—East leg wye	40	40
MP 13-11 to MP 13-25	15	15	MP 0-00 to MP 0-21	15	15
MP 19-23 to MP 20-2	45		MP 0-21 to MP 2-25	20	20
MP 24-5 to MP 24-7	45		MP 2-33 to MP 4-0	25	25
MP 30-12 to MP 30-21	40	35	MP 4-0 to MP 5-27	20	20
MP 31-24 to MP 31-26	45	35	MP 11-21 to MP 12-0	25	25
MP 37-9 to MP 37-11	45	35	MP 13-16 to MP 14-26	25	25
MP 44-7 to MP 44-20	40	30	MP 16-13 to MP 16-28	25	25
MP 46-35 to MP 47-25	40	30	MP 18-21 to MP 43-25	25	25
MP 50-5 to MP 50-14	40	30	MP 52-8 to MP 60-17	25	25
MP 50-26 StLSW Crossing	20	20			
MP 50-32 to MP 52-25	40	35	<b>SUBDIVISION 52C (except as shown below)</b>		
MP 64-7 to MP 64-26	40	30	MP 0-5 to MP 0-12	20	20
MP 64-28 to MP 65-4	30	20		15	15
MP 67-28 to MP 68-13	45	35	<b>SUBDIVISION 53A (except as shown below)</b>		
MP 70-0 to MP 70-6	45	35	Bridge LV 317	30	30
MP 76-20 to MP 76-28	45	35		25	25
MP 85-7 to MP 85-18	40	30			
Bridge 876 Over Steel portion	10	10			
MP 89-6 to MP 90-30	45	35			
MP 92-10 to MP 94-13	35	30			
MP 94-33 to MP 95-3	45	35			
MP 97-8 to MP 100-0	40	30			
MP 100-0 to MP 100-18	25	20			
<b>SUBDIVISION 54 (except as shown below)</b>			<b>SPECIAL INSTRUCTIONS</b>		
MP 100-18 to MP 101-0	45	40	<b>The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.</b>		
MP 101-0 to MP 115-18	10	10	<b>Maximum Height of Water Above Rail</b>		
MP 116-11 to MP 116-18	35	30	RDC cars 9002-9003	5 inches	
MP 120-0 to MP 139-21	30	25	Diesel engines and motor cars	3 inches	
MP 142-30 to MP 154-4	35	30	Lightweight passenger cars	7 inches	
MP 154-18 to MP 155-10	35	30	Conventional passenger cars	12 inches	
MP 166-22 to MP 160-7	20	20	<p>2. Little Rock and Biddle are the initial stations for southward trains, Subdivision 51a, originating there.</p> <p>2a. Memphis is the initial station, Subdivision 52, for trains originating there.</p> <p>2b. Booneville is initial station for first class trains. Second class and extra trains register and obtain clearance at Booneville instead of Booneville Yard.</p> <p>2c. Shawnee Yard is initial station for first-class trains leaving Shawnee.</p> <p>2d. Alexandria is the initial station, Subdivisions 54 and 55, for trains originating there.</p> <p>2e. Eunice is the initial station, Subdivision 55, for trains originating there.</p> <p>3. Trains originating Fourth St. Yard and Iowa St. Yard will obtain clearance at Briark instead of Memphis.</p> <p>3a. StLSW eastward trains will obtain clearance at Brinkley instead of Cotton Belt Junction.</p> <p>3b. StLSW conductors of westward trains will advise the operator at Brinkley by telephone, Cotton Belt Junction, when trains clear the main track.</p> <p>3c. Westward trains, Subdivision 52, will not be required to secure clearance at East MoPac crossing MP 132.8.</p> <p>3d. Trains may leave Hot Springs Jct. without clearance.</p> <p>3e. Trains may leave Stuttgart, Haskell, Butterfield, Malvern, Hot Springs, Tinsman, Crossett and Winnfield without clearance when Operator is not on duty and train order signal indicates proceed.</p> <p>3f. No. 696 may leave Camden without Rock Island clearance.</p> <p>3g. Trains must not leave Brinkley without clearance.</p> <p>3h. No. 683 and No. 685 may leave Searcy without clearance.</p> <p>3j. No. 679, 684 and 686 may leave Mesa without clearance.</p> <p>3k. Trains may leave Eunice without clearance.</p>		
MP 168-17 to MP 177-21 (except as shown below)	35	35			
MP 173-30 NL&G Crossing	15	15			
MP 186-11 to MP 198-34	35	30			
MP 198-34 to MP 199-30	15	15			
<b>SUBDIVISION 55 (except as shown below)</b>					
MP 246-20 to MP 247-17	30	30			
MP 247-23 T&P Crossing	20	20			
MP 249-20 to MP 249-27	15	15			
MP 267-20 T&P Crossing	15	15			
MP 267-24 to MP 258-0	20	20			
MP 261-15 RR&G Crossing	15	15			
MP 267-17 to MP 267-22	15	15			
MP 272-3 CLLL Crossing	20	20			
MP 288-5 to MP 298-11	10	10			
MP 301-0 to MP 301-19	15	15			
<b>SUBDIVISION 51A (except as shown below)</b>					
MP 0-0 to MP 0-5	55	45			
MP 0-31 to MP 2-3	10	10			
MP 4-28 to MP 4-36	40	30			
MP 8-7 to MP 8-35	40	30			
MP 13-14 to MP 15-2	40	30			
MP 17-11 to MP 20-4	40	30			
MP 22-1 to MP 22-9	40	30			
MP 22-30 to MP 23-30	15	15			
MP 27-14 to MP 40-0 (except as shown below)	45	40			
MP 33-4 to MP 33-11	40	30			
MP 35-17 to MP 37-3	40	30			
MP 39-8 to MP 40-0	40	30			
MP 40-0 to MP 57-0 (except as shown below)	35	30			
MP 41-29 to MP 44-8	40	25			
MP 44-14 to MP 44-30	30	20			
MP 44-30 to MP 46-18	30	15			
MP 46-18 to MP 48-0	20	20			
MP 48-10 to MP 52-39	25	15			
MP 53-0 to MP 53-19	30	20			
MP 53-32 to MP 55-21	20	15			
MP 55-35 to MP 56-9	30	20			
MP 56-16 to MP 57-0	20	15			
	30	20			

## SPECIAL INSTRUCTIONS—Continued

4. Restricted use of train register book, as follows:  
Haskell and Butterfield—Regular trains.  
Mesa, Little Rock, Tinsman, Winnfield—Trains originating and terminating.
- 4a. StLSW trains will register at Brinkley instead of Cotton Belt Junction.
- 4b. First class trains will register at Brinkley, Halleyville and Shawnee Yard by Form 1339.
- 4d. Trains Nos. 52 and 993 will register at Mesa daily except Sundays.
5. Bulletin Boards and General Order Books are located at:
- |  |   |
|--|---|
| Memphis—Central Sta.<br>Memphis—Union Station.<br>Memphis—Fourth St.<br>Brinkley.<br>Little Rock.<br>Biddle—Yard.<br>Biddle—Engine House.<br>Booneville.<br>Halleyville. | Shawnee.<br>Shawnee Yard.<br>Malvern.<br>Fordyce.<br>El Dorado.<br>El Dorado Yard.<br>Tinsman.<br>L&A Jct.<br>Alexandria. |
|--|---|
- 5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.
6. Standard Clocks are located at:
- |  |  |
|--|--|
| Memphis—Central Sta.<br>Memphis—Union Station.<br>Memphis—Fourth St.<br>Brinkley.<br>Little Rock.<br>Biddle—Yard.<br>Biddle—Engine House.<br>Booneville.<br>Halleyville.<br>Shawnee. | Shawnee Yard.<br>Malvern.<br>El Dorado.<br>El Dorado Yard.<br>Camden—StLSW Station.<br>Winnfield.<br>L&A Jct.<br>Alexandria—L. & A. Yard.<br>Crossett. |
|--|--|
7. Trains approaching train order signal displaying stop indication, will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.
8. "f" Flag stop to receive or discharge traffic.  
"g" Conditional stop for revenue passengers only.  
"s" Regular stop.

11b. All trains and engines stop at all non-interlocked railroad crossings in Memphis Terminals, except crossings between Kansas Ave. and Florida St. where will be governed by hand signals.

11c. Railroad crossings at grade protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing
49	396.3	KO&G.....
51a	27.7	MoPac.....
52	130.5	StLSW.....
55	257.7	T&P.....

11d. Railroad crossings at grade are protected by Interlocking, except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
49	365.6	MKT.....	Gate.....	Operator	SL-SF.....	Red	Yellow
50	301.8	SL-SF.....	Gate.....	Trainmen	MoPac.....	Red	Yellow
51a	22.1	MoPac.....	Gate.....	Trainmen	CRI&P.....	Red	Yellow
51c	6.6	MoPac.....	Gate.....	Trainmen	.....	Red	Yellow
52	69.2	CRI&P.....	No Gate	.....	.....	.....	.....
52	69.2	StLSW.....	No Gate	.....	.....	.....	.....
52a	33.6	MoPac.....	Gate.....	Trainmen	CRI&P.....	Red	Yellow
52a	37.0	DK&S.....	Gate.....	Trainmen	DK&S.....	Red	Yellow
52c	19.9	StLSW.....	Derails	Trainmen	CRI&P.....	Red	Yellow
52c	20.6	StLSW.....	Gate.....	Trainmen	CRI&P.....	Red	Yellow
53a	38.5	AD&N.....	No Gate	.....	.....	.....	.....
53a	43.0	MoPac.....	No Gate	.....	.....	.....	.....
54	165.2	DLCo.....	Gate.....	Trainmen	DLCo.....	Red	Yellow
54	173.7	NL&G.....	Gate.....	Trainmen	NL&G.....	Red	Yellow
55	247.8	T&P.....	Gate.....	Trainmen	T&P.....	Red	Yellow
55	261.4	RR&G.....	Gate.....	Trainmen	RR&G.....	Red	Yellow
55	272.0	CLLLCo.....	Gate.....	Trainmen	CLLLCo.....	Red	Yellow

14. Following rule in effect on subdivisions where so specified in foot notes of Time Table:

Freight trains and mixed trains will be notified of following extras by the Train Dispatcher, who will issue train orders to all concerned, as follows:

"C. & E. .... after (time) protect against  
Extra. ...." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect in accordance with Rule 99.

In the absence of this order, freight trains and mixed trains may occupy the main track between STATION SIGNS protecting against schedule trains only, and following extra trains must approach all stations prepared to stop at the STATION SIGN and thereafter proceed as the way is seen or known to be clear.

16. Between Kent and Camden, trains will be governed by StLSW Time Table and operating rules.

CRI&P trains will enter and leave StLSW main track at Kent and at north siding switch, Camden.

16a. StLSW trains will enter and leave CRI&P main track at Briark and Cotton Belt Junction.

16b. Between L&A Jct. and Alexandria Jct. trains will be governed by L&A Time Table and operating rules.

16c. Between SP Jct. and Eunice trains will be governed by Southern Pacific Time Table and operating rules.

16d. Between Fourth Street Yard and Kentucky Street in Memphis, all trains and engines move at restricted speed. Between Kentucky Street and Briark, trains will be governed by Arkansas & Memphis Railway Bridge and Terminal Co. operating rules.

21. Interlocking at east Mo. Pac. RR Crossing, following whistles signals designate route desired:

Main Track.....One long.  
Siding.....One long, one short.

21a. At Holdenville interlocking following whistle signals designate route desired:

Main Track.....One long.  
Siding.....One short, one long, one short.

21b. At Fordyce interlocking following whistle signals designate route desired:

Main Track.....One long.  
Transfer.....One short, one long.

21c. At Ruston interlocking following whistle signals designate route desired:

Main Track.....One long.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
52	85.3	White	53a	31.7	Saline
52	132.5	Arkansas			

Trains will approach Arkansas River Bridge MP 132.5, Subdivision 52, prepared to stop, and must know draw bridge is closed before proceeding.

When necessary to open draw span, St. Francis and Saline River Bridges, train dispatcher will protect operation by train order and section foreman will protect with flagman, as per Rule 99.

All trains will approach Ouachita River Bridge, MP 87.6, Subdivision 53 at restricted speed and be prepared to stop if gate is in stop position.



## SPECIAL INSTRUCTIONS—Concluded

28. Employees are notified that it is dangerous to stand erect upon cars, especially cars of extraordinary height, while passing over, through or under the following named bridges or viaducts:

Subdivision	Mill Post	Kind of Structure
49	397.8	Bridge
49	405.7	Overhead Bridge
49	446.0	Bridge
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	347.1	Bridge
50	353.1	Overhead Bridge
51	136.2	Overhead Bridge
51	155.1	Overhead Bridge
51	170.4	Overhead Bridge
51	219.6	Overhead Bridge
51a	18.4	Overhead Bridge
51a	24.4	Overhead Bridge
51a	43.9	Overhead Bridge
51a	54.0	Overhead Bridge
51a	56.9	Overhead Bridge
51e	9.9	Overhead Bridge
51e	25.3	Overhead Bridge
52	40.6	Overhead Bridge
52	85.3	Overhead Bridge
52	132.5	Overhead Bridge
52	132.8	Overhead Bridge
53	45.4	Overhead Bridge
53	47.2	Overhead Bridge
53	50.7	Overhead Bridge
53	54.0	Overhead Bridge
53	87.8	Overhead Bridge
53	98.6	Overhead Bridge
53	100.2	Overhead Bridge
53a	31.7	Overhead Bridge
54	177.4	Overhead Bridge
54	192.0	Overhead Bridge
54	199.3	Overhead Bridge
54	245.4	Overhead Bridge

28a. On Subdivision 49 bridges Nos. 3804 and 3855 will not clear man on side of car.

28b. Subdivision 50 bridges Nos. 2728, 2766, 2788, 2837, 2863, 2897, and 3014 will not clear man on side of car.

J. C. CARTLAND, Asst. Supt., Little Rock, Ark.

H. V. BROWN, Trainmaster, Memphis, Tenn.

D. J. SMITH, Trainmaster, El Dorado, Ark.

A. E. ANDERSON, Asst. Trainmaster, Little Rock, Ark.

W. F. THOMPSON, Asst. Trainmaster, Haileyville, Okla.

L. B. CLOSE, Master Mechanic, Little Rock, Ark.

R. R. RICH, Road Foreman Equipment, Little Rock, Ark.

L. M. TUCKER, Chief Dispatcher.

A. B. MORTON,  
J. A. CONREY,  
G. R. REYNOLDS,  
H. B. COOK,  
W. A. VANCE,  
J. E. FRASER,  
Z. ELLIS,  
A. E. LIVESEY,

} Train Dispatchers,  
Little Rock, Ark.

At stations where emergency or dispatcher telephones are located, conductor should communicate with train dispatcher within fifteen minutes after arrival unless the expected train is heard or seen approaching, but will not be required to handle train orders except in emergency. At stations where office is closed, conductors must call operator to office when delay has reached thirty minutes in excess of time expected, in case the expected train is not seen or heard approaching.

### 31. Industrial or spur tracks between stations are located at:

Sub-Div.	MP	Name	Car Capacity
49	407.1	Water Works	6
49	417.4	Phillips Spur	4
49	421.9	Wewoka Brick & Tile	3
49	436.3	Barnsdall Oil Co.	13
51a	1.2	Twen Cen	102
51a	3.1	Ward	70
51a	3.3	Peiser Spur	11
51a	4.1	Berger	38
51a	7.6	Guliford	5
51a	14.6	Brooks	47
51a	16.1	Goodman	12
51a	17.0	Lignite	56
51a	35.9	Reyburn	6
51a	53.6	Hennies Bros. Shows	50
51c	2.3	Cuffman Lumber Co.	10
51c	3.2	Rockport	10
51c	11.8	Durian	3
51c	18.3	Rolla	7
51e	28.5	Day	3
52	16.2	Edmondson	17
52	31.1	Whitmore	5
52	34.0	Round Pond	28
52	49.9	Longino	70
52	56.7	Wood Spur	8
52	80.5	Brasfield	11
52	91.7	Supreme Seed Co.	9
52	108.9	Sisemore	18
52a	8.9	Letchworth	3
52a	19.0	Enarc	3
52a	22.0	Jasmine	8
52a	29.8	Conant	1
52e	10.8	Nahay	5
53	6.5	Nydia	6
53	11.4	Kennedy Track	30
53	22.0	Toler Lbr. Co.	3
53	70.0	Gravel Pit	50
53	75.4	Unco	30
53	91.3	Anthony-Williams	11
53a	12.1	Castleberry	4
53a	16.4	Hermitage Gravel Co.	33
54	106.3	Smith	9
54	119.5	Randolph	8
54	130.5	Hunt Oil Co.	21
54	134.7	Claborn Gasoline Co.	15
54	148.0	Farmers Spur	20
55	272.3	Meridian	20
55	284.7	Eason Oil Co.	4
55	288.8	Barber Bros.	10
55	289.8	Reddell	17
55	291.7	River Brand Rice Mills	7
55	291.8	Magnolia Oil Co.	26

# TRAIN ORDER OFFICES

## OFFICE HOURS

Week Days  
 Except Saturdays  
 \*Sundays and Holidays  
 \*\*Saturdays

### SUBDIVISION 52

Memphis.....	Continuous
Briark.....	Continuous
Hulbert.....	8:30 a.m. 5:30 p.m.
Madison.....	7:00 a.m. 4:00 p.m.
Forrest City.....	Continuous
Wheatley.....	7:30 a.m. 4:30 p.m.
Brinkley.....	Continuous
Blasco.....	8:30 a.m. 5:30 p.m.
Hezen.....	8:30 a.m. 5:30 p.m.
Carlisle.....	8:00 a.m. 5:00 p.m.
Lenoke.....	7:00 a.m. 4:00 p.m.
East MoPac Tower.....	Continuous
Little Rock.....	Continuous
Biddle.....	Continuous

### SUBDIVISION 51

Little Rock.....	Continuous
Biddle.....	Continuous
West MoPac Tower.....	Continuous
Bigelew.....	8:30 a.m. 5:30 p.m.
Perry.....	6:00 a.m. 3:00 p.m.
Ola.....	10:30 a.m. 6:30 p.m.
	**10:30 a.m. 6:30 p.m.
	11:00 p.m. 7:00 a.m.
	**11:00 p.m. 7:00 a.m.
Danville.....	8:00 a.m. 5:00 p.m.
Belleville.....	7:00 p.m. 4:00 a.m.
Booneville.....	Continuous

### SUBDIVISION 50

Booneville.....	Continuous
Mansfield.....	8:00 a.m. 5:00 p.m.
Hartford.....	7:30 a.m. 4:30 p.m.
Howe.....	Continuous
Wiater.....	8:30 a.m. 5:30 p.m.
	** 8:30 a.m. 5:30 p.m.
	1:45 p.m. 4:45 p.m.
	** 3:00 p.m. 5:00 p.m.
Red Oak.....	8:30 a.m. 5:30 p.m.
Wilburton.....	8:30 a.m. 5:30 p.m.
	** 8:30 a.m. 5:30 p.m.
Halleyville.....	Continuous

### SUBDIVISION 49

Halleyville.....	Continuous
McAlester.....	Continuous
Calvin.....	7:00 a.m. 4:00 p.m.
Holdenville.....	Continuous
Wewoka.....	7:00 a.m. 4:00 p.m.
	** 7:00 a.m. 4:00 p.m.
	7:00 a.m. 4:00 p.m.
	** 7:00 a.m. 4:00 p.m.
Earlsboro.....	7:30 a.m. 4:30 p.m.
Shawnee Yard.....	Continuous

### SUBDIVISION 51-A

Biddle.....	Continuous
Bauxite.....	8:00 a.m. 5:00 p.m.
Benton.....	7:30 a.m. 4:30 p.m.
Haskell.....	8:30 a.m. 5:30 p.m.
Butterfield.....	8:30 a.m. 5:30 p.m.
Jones Mills.....	8:00 a.m. 5:00 p.m.
Hot Springs.....	8:00 a.m. 5:00 p.m.

### SUBDIVISION 52-C

Stuttgart.....	8:00 a.m. 5:00 p.m.
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### SUBDIVISION 53-A

Tineman.....	7:30 a.m. 4:30 p.m.
Hermitage.....	8:00 a.m. 5:00 p.m.
Crossett.....	6:45 a.m. 4:45 p.m.

### SUBDIVISION 51-C

Butterfield.....	8:30 a.m. 5:30 p.m.
Malvern.....	7:30 a.m. 3:30 p.m.
	4:00 p.m. 11:59 p.m.
	* 7:30 p.m. 9:30 p.m.
Sparkman.....	8:30 a.m. 5:30 p.m.
Camden.....	8:00 a.m. 5:00 p.m.
	** 8:00 a.m. 5:00 p.m.

### SUBDIVISION 53

Haskell.....	8:30 a.m. 5:30 p.m.
Leola.....	8:30 a.m. 5:30 p.m.
Fordyce (FY Tower).....	Continuous
Tinsman.....	7:30 a.m. 4:30 p.m.
Harrell.....	8:00 a.m. 5:00 p.m.
Callon.....	7:30 a.m. 4:30 p.m.
El Dorado Yard.....	9:00 p.m. 5:00 a.m.
	* 9:00 p.m. 5:00 a.m.
El Dorado.....	7:30 a.m. 3:30 p.m.
	** 7:30 a.m. 3:30 p.m.

### SUBDIVISION 54

El Dorado.....	7:30 a.m. 3:30 p.m.
	** 7:30 a.m. 3:30 p.m.
El Dorado Yard.....	9:00 p.m. 5:00 a.m.
	* 9:00 p.m. 5:00 a.m.
Junction City.....	7:00 a.m. 4:00 p.m.
Bernice.....	7:30 a.m. 4:30 p.m.
Dubach.....	7:00 a.m. 4:00 p.m.
Ruston.....	Continuous
Ansley.....	8:00 a.m. 5:00 p.m.
Hodge.....	8:00 a.m. 5:00 p.m.
Jonesboro.....	7:30 a.m. 4:30 p.m.
Dodson.....	7:30 a.m. 4:30 p.m.
Winnfield.....	7:15 a.m. 4:15 p.m.
L&A Junction.....	Continuous
Alex-L&A Yard.....	Continuous

### SUBDIVISION 55

Alex. L&A Yard.....	Continuous
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### SUBDIVISION 52-A

Des Arc.....	8:00 a.m. 5:00 p.m.
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