

**Company Doctors**

J. M. L. JENSEN, Chief Surgeon	Chicago
*R. BRUCE WALLACE, JR.	Alexandria
CURTIS W. JONES	Benton
W. C. REEVES	Bernice
C. C. COLVIN	Bernice
*S. P. McCONNELL	Booneville
*B. G. PARKER	Booneville
*E. D. McKNIGHT	Brinkley
W. L. WALKER	Brinkley
B. B. ROBINS	Camden
DAN STAPLES	Carlisle
W. R. COTHERN	Crossett
WALTER P. HARRIS	Danville
*J. B. WHARTON, JR.	El Dorado
*J. H. PINSON, JR.	El Dorado
*ALBERT R. CLOWNEY	El Dorado
C. E. TOMMEY	El Dorado
H. H. ATKINSON	Fordyce
JOHN H. DELAMORE	Fordyce
J. M. ROY	Forrest City
A. M. BRADLEY	Forrest City
*W. P. LERBLANCE	Hartshorne
CHARLES E. GARRETT	Hot Springs
RICHARD F. GRAHAM	Hot Springs
S. C. DEAN	Howe
T. A. DEKLE	Jonesboro
D. M. CARLETON	LeCompte
*P. W. HOOVER	Little Rock
*HAL DILDY	Little Rock
B. E. HOLMES	Lonoke
*R. V. McCRAY	Malvern
FRANK SAVOY	Mamou
E. J. BROWN	Mansfield
LOUIS DAKIL	McAlester
*J. T. BRIDGES	Memphis
I. FENNIC TULLIS	Memphis
C. F. SHUKERS	Perryville
EARL M. WOODSON	Poteau
MARVIN T. GREEN	Ruston
G. H. DAVIS	Seminole
*J. R. HAYES	Shawnee
J. D. KETHLEY	Shawnee
MILTON C. JOHN	Stuttgart
C. B. KNIGHT	Wewaka
GEORGE M. RODGERS	Winnfield

**Oculists and Aurists**

C. H. LANDERS	El Dorado
K. W. COSGROVE	Little Rock
JOHN HENRY	Little Rock
FRED D. SWITZER	McAlester
D. H. ANTHONY	Memphis
D. F. FISHER	Memphis
CLINTON GALLAHER	Shawnee

\*Examiner

**Official Hospitals**

Name	Place-Office Location	Telephones
Baptist State Hospital	Little Rock, 1720 W. 13th St.	FR 4-3351
Warner-Brown Hospital	El Dorado, Oak St.	UN 3-4151
Broadway Hospital	Shawnee, 624 N. Broadway	2240, 2241, 2242

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## ARKANSAS DIVISION SECOND DISTRICT

No. **3**

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

**SUNDAY, NOVEMBER 5, 1961**

W. J. PASTA,  
Superintendent

J. B. BUFFALO,  
Asst. General Manager

G. J. MULICK,  
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		
	31	725	727		21		23	Time Table No. 3 November 5, 1961	
	Freight	Cotton Belt Freight	Cotton Belt Freight		Psg.		Psg.		
	Daily	Daily	Daily		Daily	Daily			
	P.M. 9.15	P.M. 8.30	A.M. 6.30		P.M. 10.00	A.M. 10.45			
							3.4	FO GO-US... MEMPHIS, TENN. ....*TO	
							3.4	SL-SF Crossing.....	
							4.1	BRIDGE JCT., ARK. ....	
	9.25	8.50	6.53		10.08	10.54	4.1	BRIARK.....TO	
							8.2	WIMEF.....	
	9.35	9.00	7.03		10.14	11.00	9.4	WEST MEMPHIS .....TO	
	9.42	9.06	7.10		10.19	11.05	13.7	MOUNDS.....P	
	9.50	9.14	7.20		10.24	11.11	19.7	PROCTOR.....P	
	10.00	9.23	7.38		10.31	11.18	26.9	HETH.....P	
	10.07	9.31	7.51		10.36	11.24	32.3	BLACKFISH.....P	
	10.15	9.40	8.00		10.42	11.30	38.5	WIDENER.....P	
	10.18	9.43	8.05		10.44	11.32	40.7	MADISON.....TO	
	10.25	9.51	8.15		10.48	11.36	44.8	FOREST CITY.....TO	
	10.35	10.03	8.26		10.56	11.46	51.8	PALESTINE.....P	
	10.45	10.14	8.38		11.03	11.53	59.0	GOODWIN.....P	
	10.52	10.22	8.45		11.08	11.59	64.5	WHEATLEY.....TO	
		10.30 P.M.	8.55 A.M.		11.12	12.03 P.M.	68.5	COTTON BELT JCT.....	
	11.04				11.16	12.06	69.2	SiLSW Crossing.....UX	
	11.11				11.21	12.11	74.3	BRINKLEY.....TO	
	11.21				11.28	12.18	82.3	EDEN.....P	
	21				11.33	12.23	86.3	BISCOE.....P	
	11.36				11.36	12.25	88.3	DEVALLS BLUFF.....P	
	11.43				11.41	12.31	93.3	HAZEN.....TO	
	11.49				11.46	12.36	98.3	SCREETON.....P	
	11.55 P.M.				11.50	12.41	102.8	CARLISLE.....TO	
	12.06 A.M.				11.58	12.49	111.5	LONOKE.....TO	
	12.13				12.03	12.54	117.0	METO.....P	
	12.31				12.10	1.01	124.6	GALLOWAY.....P	
	12.42				12.15	1.06	129.7	TIE PLANT.....P	
	12.47						130.5	SiLSW Crossing.....P	
					12.18	1.09	131.9	NORTH LITTLE ROCK.P	
					12.30	1.15	132.8	East MoPac Crossing.TO	
	12.52				12.45	1.40	132.9	LITTLE ROCK... TO	
	1.15 A.M.				12.49	1.44	135.2	BIDDLE..... TO	

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

No. 23 discharge from Memphis or beyond and receive for Booneville or beyond.  
 No. 21 stops for mail at West Memphis daily except Sundays and Holidays.  
 Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

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 36, subject to indication of ABS 1313. This "Hold Main Track" signal is not an automatic block signal.

West Memphis - Switch west of cross over from main track to siding located just east of depot is designated as west switch of siding; track west of cross over is designated as storage track.

## Main Line Eastward

SUBDIVISION 52 STATIONS Time Table No. 3 November 5, 1961		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS				SECOND CLASS				
						22	24			722	32	728		
						Psgr.	Psgr.			Cotton Belt Freight	Freight	Cotton Belt Freight		
						Daily	Daily			Daily	Daily	Daily		
T.T. Rule 15d	MEMPHIS, TENN. ....	27000		Yard	RFWY	A.M.	P.M.			A.M.	A.M.	P.M.		
	SL-SF Crossing					5.30	6.15			4.25	5.00	5.30		
Signal Indicators Rules 400 to 405	BRIDGE JCT., ARK. ....	27004												
	BRIARK	27005			R	5.10	6.00			3.50	4.15	5.09		
Signal Indicators Rules 400 to 405	WIMEF	27008												
	WEST MEMPHIS	27009	79	250	Yd	5.01	5.55			3.43	3.55	4.58		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	MOUNDS	27019	102			4.56	5.51			3.31	3.41	4.50		
	PROCTOR	27020	88	2		4.50	5.45			3.21	3.31	4.37		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	HETH	27027	87	7		4.43	5.38			3.11	3.21	4.23		
	BLACKFISH	27032	86			4.38	5.33			3.03	3.13	4.12		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	WIDENER	27038	76	20		4.32	5.27			2.55	3.05	3.59		
	MADISON	27041		131		4.30	5.24			2.51	3.01	3.55		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	FORREST CITY MoPac Crossing	27045	70	206	W	s4.25	s5.20			2.45	2.55	3.47		
	PALESTINE	27052	78	30		4.16	5.07			2.30	2.40	3.34		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	GOODWIN	27059	88	19		4.09	5.00			2.18	2.28	3.20		
	WHEATLEY	27064	84	44		4.04	4.54			2.10	2.20	3.08		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	COTTON BELT JCT.				Yd	4.00	4.50			2.00		3.00		
	StLSW Crossing									A.M.		P.M.		
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	BRINKLEY UX	27069	W87 E82	106	RWYYd	s3.58	s4.48				2.00			
	EDEN	27074	87			3.50	4.39				1.50			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	BISCOE	27083	78	43		3.42	4.31				1.40			
	DEYALLS BLUFF	27086		10		3.37	4.26							
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	MESA	27088	84	47	YYd	3.34	4.23				1.25			
	HAZEN	27093	78	59		f3.29	g4.18				1.18			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	SCREETON	27096	88	18		3.24	4.13				1.11			
	CARLISLE	27103	78	101	W	f3.19	4.08				1.00			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	LONOKE	27111	87	137		f3.10	3.59				12.48			
	METO	27117	83			3.05	3.53				12.41			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	GALLOWAY	27124	88	15		2.57	3.45				12.31			
	TIE PLANT	27129	94		Yd	2.52	3.40				12.23			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	StLSW Crossing	27130												
	NORTH LITTLE ROCK	27132	51	550	Yd	2.48	3.37				21 12.18			
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	East MoPac Crossing													
	LITTLE ROCK	27133		260	RFWYd	2.45	3.35							
Signal Indicators Rules 350 to 356 Automatic Block Signal MP 8-16 to 131-38	BIDDLE	27136		Yard	RFWT	s2.30 2.20 A.M.	s3.10 3.01 P.M.				12.08			
											12.01 A.M.			

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

No. 24 discharge from Booneville or beyond and receive for Memphis or beyond.

Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

West Memphis: 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		
	31		23	21										24	22		32	
	Freight		Psgr.	Psgr.		Capacity of Sidings	Capacity of Other Tracks				M. P. from Memphis	Station Numbers	Signs	Psgr.	Psgr.		Freight	
	Daily		Daily	Daily										Daily	Daily		Daily	
	A.M. 12.52		P.M. 1.40	A.M. 12.45		260	DS.....	LITTLE ROCK.....				132.9	27133	RFWyd	P.M. 3.10	A.M. 2.30		
	1.15		1.44	12.49	....	Yard	JC.....	BIDDLE.....				135.2	27136	RFWT	3.01	31 2.20		P.M. 8.00
	2.20		1.47	12.53	....	....	....	HOT SPRINGS JCT....				136.4	27137	Y	2.58	2.15		7.35
	2.25				....	....	....	West MoPac Crossing TO				139.9	27140	....				
					....	....	....	FA.....										
	2.40		1.54	1.02	88	14	....	PULASKI.....				141.7	27142	....	2.51	2.05		7.17
	3.00		2.06	1.14		48	....	MAUMELLE.....				150.4	27150	....	2.38	1.49		6.59
	3.06		2.10	1.19	91	14	....	PINNACLE.....				152.9	27153	....	2.34	f 1.44		6.50
	3.13		2.15	1.24		34	....	NATURAL STEPS.....				155.7	27156	....	2.29	1.38		6.43
	3.23		2.23	1.32	87	29	....	ROLAND.....				159.5	27159	....	2.23	f 1.32		6.34
			2.33	1.42		21	....	LEDWIDGE.....				166.9	27167	....	2.11	1.22		6.20
	3.54		2.40	1.49	64	16	YN.....	BIGELOW.....				172.3	27172	....	2.01	f 1.15		6.08
	4.03		2.45	1.55	25	26	....	HOUSTON.....				176.6	27177	....	1.55	f 1.10		5.59
	4.20		2.55	2.04	82	62	RY.....	PERRY.....				183.8	27184	....	1.45	f 12.58		5.42
			3.02	2.11	....	31	....	ADONA.....				189.7	27190	....	1.38	12.52		5.31
	4.42		3.09	2.16	68	....	....	HOMWOOD.....				194.3	27194	....	1.33	12.47		5.22
			3.14	2.21		20	....	CASA.....				198.4	27198	....	1.27	12.42		5.15
	5.00		3.20	2.27	70	4	....	BIRTA.....				203.5	27203	....	1.22	12.36		5.04
	5.10		3.27	2.35	87	41	AO.....	OLA.....				208.6	27209	W	1.16	12.30		4.55
					....	....	....	MICKLES.....				213.7	27214	....	1.09	12.21		4.46
	5.16		3.34	2.41	33	....	....	DANVILLE.....				219.5	27219	W	1.03	f 12.15		4.38
	5.24		3.40	2.48	31	66	DA.....	BELLEVILLE.....				223.8	27224	....	12.58	f 12.10		4.31
	5.30		3.45	2.53	88	24	....	HAVANA.....				228.6	27229	....	12.53	A.M. 12.05		4.23
	5.38		3.50	2.58	27	21	....	WAVELAND.....				234.5	27234	....	12.46	P.M. 11.59		4.12
	5.46		3.57	3.04	87	17	....	BLUE MOUNTAIN.....				239.4	27239	....	12.40	11.52		4.03
	5.56		4.03	3.09	61	16	....	MAGAZINE.....				245.1	27245	....	12.33	11.46		3.40
	6.06		4.10	3.15	....	10	....	BOONEVILLE.....				251.7	27252	YdRYW	12.25	11.38		3.30
	6.20		4.25	3.40	85	140	BO.....	118.8						12.10	11.30		P.M.	
	A.M.		P.M.	A.M.										P.M.				P.M.

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

No. 22 flag stop for revenue passengers only.  
No. 23 and No. 24 receive or discharge to or from Little Rock or McAlester or beyond.  
Track No. 1 Booneville is designated as siding per Rules 86 and S-89.

Pulaski: HMT (Hold Main Track) color light signal located on mast of eastward automatic Block Signal No. 1422 at MP 142 Pole 5. This signal displays indication Rule 290 only and when so displayed authorizes movement on main track to absolute signal MP 141 Pole 5.

Dispatchers phones, other than at stations, are located at:  
MP-160 Pole-30  
MP-168 Pole-33  
MP-178 Pole-30

**Westward**

**Main Line**

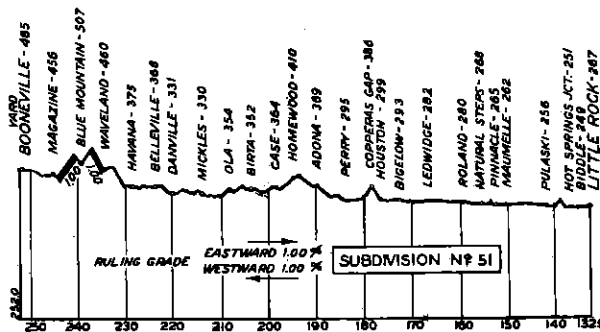
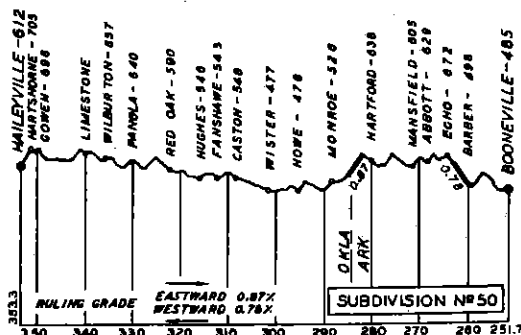
**Eastward**

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 50 STATIONS			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS			
	31	23	21											24	22	32		
	Freight	Psg.	Psg.											Pagr.	Psg.	Freight		
	Daily	Daily	Daily						Daily	Daily	Daily							
	A.M.	P.M.	A.M.						P.M.	P.M.	P.M.							
	6.20	4.25	3.40	85	140	BO.....	BOONEVILLE.....	TO	251.7	27252	W YdRY	s 12.10	s 11.30	3.30				
	6.40	4.35	3.52	47	.....	.....	BARBER.....	P	259.6	27260	.....	12.02	11.21	3.16				
	6.47	4.42	3.58	70	.....	.....	ECHO.....	P	264.3	27264	.....	11.56	11.15	3.06				
		4.47	4.04		18	.....	ABBOTT.....		268.4	27268	.....	11.51	11.10					
	7.01	s 4.52	s 4.12	34	32	MF.....	MANSFIELD.....	TO	271.5	27272	.....	g 11.47	s 11.05	2.50				
	7.15	g 5.02	4.24	69	50	.....	HARTFORD, ARK.....	P	280.0	27280	.....	g 11.37	s 10.52	2.35				
	7.28	g 5.12	4.36	58	9	.....	MONROE, OKLA.....	P	288.4	27288	.....	g 11.29	s 10.36	2.15				
						.....	KCS Crossing.....											
	7.38	s 5.20	s 4.47	70	56	BX.....	HOWE.....	TO	295.4	27295	.....	s 11.20	s 10.23	2.00				
						.....	SL-JF Crossing.....	UX										
	7.48	s 5.32	5.00	80	36	.....	WISTER.....	P	301.8	27301	FW	s 11.09	s 10.08	1.45				
	7.58	5.41	5.09	78	.....	.....	CASTON.....	P	308.7	27308	.....	11.01	9.55	1.33				
		5.45	5.14		10	.....	FANSHAW.....	P	312.5	27313	.....	10.57	f 9.50	1.28				
	8.09	5.50	5.19	72	2	.....	HUGHES.....	P	316.0	27316	.....	10.53	9.45	1.23				
	8.18	5.57	5.28	68	24	RO.....	RED OAK.....	TO	322.3	27322	.....	10.45	s 9.37	1.14				
	8.31	6.06	5.39	78	10	.....	PANOLA.....	P	330.0	27330	.....	10.37	9.26	1.04				
	8.42	s 6.15	5.46	61	77	WN.....	WILBURTON.....	TO	335.6	27335	W	s 10.31	s 9.18	12.55				
	8.51	6.20	5.52	148	.....	.....	LIMESTONE.....	P	340.0	27340	.....	10.25	9.10	12.47				
	9.10	6.34	6.07	.....	26	HN.....	HARTSHORNE.....	★ TO	351.5	27352	YR	10.12	8.55	12.25				
	A.M.	P.M.	A.M.									A.M.	P.M.	P.M.				

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

No. 23 and No. 24 receive or discharge to or from Little Rock or McAlester or beyond.  
Track No. 1 Booneville is designated as siding per Rules 86 and S-89.

Eastward first class trains must not pass east siding switch at Booneville in advance of scheduled arriving time at Booneville.



# Westward

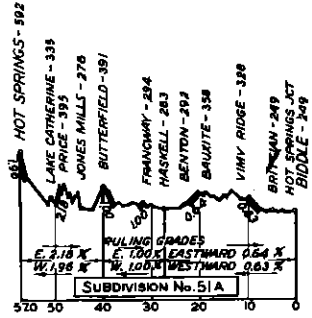
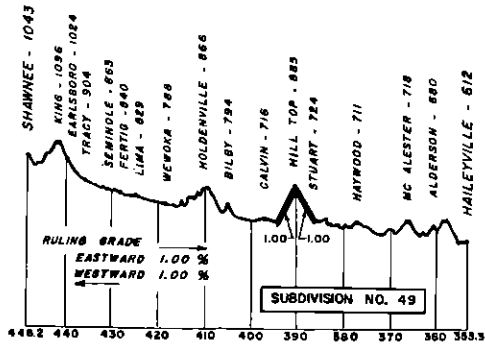
# Main Line

# Eastward

SECOND CLASS			FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 49			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
	31	23	21					STATIONS					24	22	32	
	Freight	Psg.	Psg.			Time Table No. 3							Psg.	Psg.	Freight	
	Daily A.M.	Daily P.M.	Daily A.M.			November 5, 1961							Daily	Deily	Daily	
	9.10	6.34	6.07	.....	26	HN.....	HARTSHORNE.....*	TO	351.5	27352	RY		A.M. 10.12	P.M. 8.55	P.M. 12.25	
		6.37	6.10	.....	22	.....	HAILEYVILLE.....	P	353.3	27353			10.10	8.53	12.21	
	9.25	6.45	6.22	68		.....	ALDERSON.....	P	360.9	27361			10.01	8.45	12.10	
	9.41	6.59	6.45	135	282	MA.....	McALESTER.....	TO	366.4	27366	W		31 9.41	8.30	12.01	
	24	7.20	7.15			.....	MKT Crossing.....	UX			Yd		s			
	9.57	7.32	7.27	73	147	.....	HAYWOOD.....	P	377.4	27377	Y		s 9.30	f 8.19	A.M. 11.40	
	10.09	7.42	7.37	77	11	.....	STUART.....	P	386.5	27387			9.15	f 8.08	11.24	
	10.19	7.49	7.45	41	.....	.....	HILL TOP.....	P	391.1	27391			9.08	8.02	11.16	
						.....	KO&G Crossing.....		396.3							
	10.31	7.54	7.53	86	64	.....	CALVIN.....	P	397.2	27397	W		8.59	f 7.54	11.05	
	22	8.04	8.04	54		.....	BILBY.....	P	405.3	27405			8.48	7.39	10.48	
	32			140	182	HD.....	HOLDENVILLE.....	TO	410.7	27411	WY		s 8.42	s 7.32	10.38	
	11.02	s 8.15	s 8.15			.....	SL-SF Crossing.....									
	11.15	s 8.25	s 8.32	108	110	WA.....	WEWOKA.....	TO	418.7	27419	W		21 s 8.32	s 7.20	10.28	
	11.23	8.33	8.40	100		.....	LIMA.....	P	425.0	27426			8.24	f 7.10	10.11	
		8.37	8.44		58	.....	FERTIG.....	P	428.5	27429			8.20	7.06	10.04	
	11.38	s 8.45	s 8.52	62	291	DM.....	SEMINOLE.....	TO	431.2	27431	W		s 8.17	s 7.02	9.59	
	11.45	8.52	8.59	85	11	.....	TRACY.....	P	435.8	27436			8.10	6.53	9.49	
		8.57	9.06		10	.....	EARLSBORO.....	P	439.8	27440			8.05	f 6.48		
	11.59	9.02	9.10	68	.....	.....	KING.....	P	442.1	27442			8.02	6.45	9.35	
	A.M.					.....	SHAWNEE.....*	TO	448.2	27448	RYW		7.55	6.35	21 9.25	
	12.30	s 9.15	s 9.25	.....	.....	JE.....	SHAWNEE.....*	TO	448.2	27448	RYW		A.M.	P.M.	A.M.	
	P.M.	P.M.	A.M.				96.7									

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

Shawnee: First Class trains approach passenger station at restricted speed, siding for First Class trains located just east of passenger station. East siding switch MP 448 pole 26, West siding switch MP 448 pole 30. Capacity 4 cars.



**Southward**

**Hot Springs Branch**

**Northward**

SECOND CLASS				Station Numbers	SUBDIVISION 51a				M. P. from Hot Springs Jct.	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS			
695		87			STATIONS			36					88	696		
Freight		Freight			Time Table No. 3			Freight					Freight	Freight		
Mon. Wed. Fri.		Tues. Thur. Sat.			November 5, 1961			Daily Except Monday					Mon. Wed. Fri.	Tues. Thur. Sat.		
A.M. 9.00	A.M. 9.00	27136	JC	Signal	1.2	.....	.....	Yard	RFWT	A.M. 7.30	P.M. 7.55	P.M. 6.50				
9.05	9.05	27137	.....	.....	1.2	.....	0.0	.....	YYd	7.05	7.45	6.35				
9.35	9.35	81142	.....	.....	4.9	P	4.9	66	.....	6.50	7.13	6.00				
9.55	9.55	81148	.....	.....	6.6	P	11.5	49	9	6.35	6.55	5.35				
10.15	10.15	81155	BI	.....	7.3	TO	18.8	86	.....	6.22	6.38	5.15				
				.....	3.3	UX	22.1	.....	.....							
11.00	11.00	81159	N	.....	1.0	TO	23.1	67	111	W	6.10	6.30	5.01			
11.40	11.40	81164	SK	.....	4.3	TO	27.4	77	155	RYYd	6.00 A.M.	6.20	4.50			
				.....	0.3	UX	27.7	.....	.....							
11.50	11.50	81167	.....	.....	3.4	P	31.1	.....	5		5.50	4.20				
A.M. 12.15	A.M. 12.15	81176	.....	.....	8.9	P	40.0	22	115	RYYd	5.30	4.00				
P.M. 12.30	P.M. 12.30	81180	GS	.....	4.5	TO	44.5	24	30	Yd	5.00	P.M.				
		81187	.....	.....	7.2	TO	50.7	.....	47	.....	4.05					
	1.15 P.M.	81193	HD	.....	6.3	TO	57.0	6	171	RYYd W	3.45 P.M.					

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

Train assuming No. 696's schedule at Butterfield must originate at Camden, Subdivision 51c, as No. 696 unless authorized by train order out of Butterfield.

Train assuming No. 36's schedule at Haskell must originate at El Dorado, Subdivision 53, as No. 36 unless authorized by train order out of Haskell.

TIME TABLE RULE NO. 14 IN EFFECT

**Southward**

**Des Arc Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a		M. P. from Mesa	Signs	SECOND CLASS			
683		Freight					STATIONS				684		Freight	
Tues. Sat.		Tues. Sat.					Time Table No. 3				Tues. Sat.		Tues. Sat.	
A.M. 11.30		A.M. 12.15					November 5, 1961				A.M. 10.50		A.M. 10.00	
				89014	.....	50	.....	13.5	RW	A.M. 10.50				
				27088	98	91	MS	0.0	RY	10.00 A.M.				

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

TIME TABLE RULE NO. 14 IN EFFECT

# Southward

# Camden Branch

# Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 51c			M. P. from Butterfield	Signs	SECOND CLASS						
			695				STATIONS								696			
			Freight				Time Table No. 3								Freight			
			Mo. Wed. Fri.				November 5, 1961					Thurs. Sat.						
			P.M. 12.15	81176	90	22	..... BUTTERFIELD .....			0.0	RYYd	P.M. 4.00						
			1.00	82181	122	28	MR..... MALVERN..... *TO			5.0	RFWYYd	3.30						
					22		..... MoPac Crossing..... UX			5.6								
			1.30	82190	....	42	..... LANDERS.....			13.8		2.20						
			1.55	82200	8	14	..... WILLOW.....			23.6		2.00						
			2.12	82208	29		..... MANNING.....			31.8		1.40						
			2.30	82216	24	48	RA..... SPARKMAN..... TO			40.1		1.15						
			2.40	82220	9		..... OUACHITA.....			44.6		1.00						
			2.49	82224	16		..... SMEAD.....			48.6		12.50						
			3.10	82235		52	..... SHUMAKER.....			58.5		12.20						
			3.15	82237	15		..... KENT.....			60.5		12.15						
							..... StLSW JCT. .... } ..... CN..... CAMDEN..... } ..... TO			60.5								
			3.50 P.M.	82240	59		..... CAMDEN.....			63.2	RW	12.01 P.M.						

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD**  
 Train assuming No. 695's schedule at Butterfield must originate at Biddle, Subdivision 51a, as No. 695 unless authorized by train order out of Butterfield.

TIME TABLE RULE NO. 14 IN EFFECT BETWEEN MALVERN AND KENT.

# Southward

# Stuttgart Branch

# Northward

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c			M. P. from Mesc	Signs	SECOND CLASS						
			679				STATIONS								680			
			Freight				Time Table No. 3								Freight			
			Daily Except Sunday				November 5, 1961					Daily Except Sunday						
			P.M. 2.30	27088	84	91	MS..... MESA..... TO			0.0	RY	P.M. 12.20						
			3.00	84008	8		..... BALLE.....			7.9		A.M. 11.45						
			3.25	84014	6	18	..... KAY.....			14.0	YYd	11.25						
							..... StLSW Crossing..... UX			19.9								
							..... StLSW Crossing..... UX			20.6								
			3.55 P.M.	84021		50	G..... STUTTGART..... TO			20.8	RYW Yd	11.00 A.M.						

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



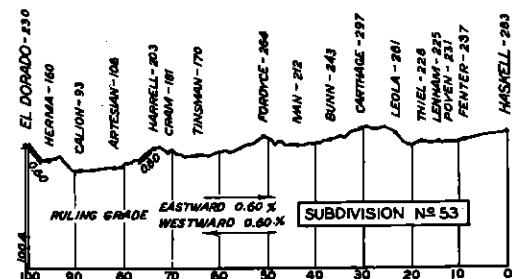
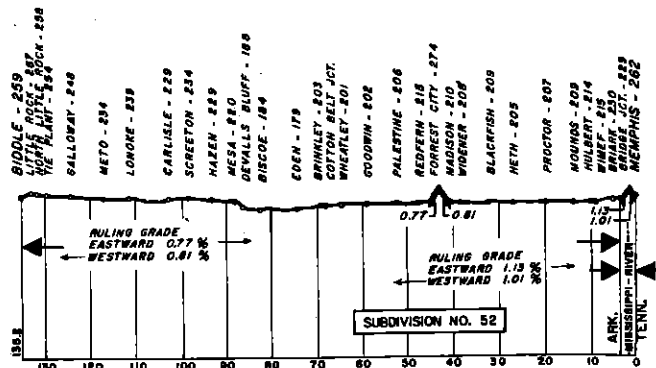
Southward

Main Line

Northward

SECOND CLASS			SUBDIVISION 53				SECOND CLASS				
			STATIONS				36				
			Time Table No. 3				Freight				
			November 5, 1961				Daily Except Monday				
			Station Numbers	Capacity of Other Tracks	Capacity of Sidings	M. P. from Haskell	Signs	A.M.			
			81164	125	77	SK.....HASKELL.....*	TO 0.0	RYYd	5.50		
			85172	.73		.....FENTER.....	8.9	.....	5.15		
			85176	12	.....	YN.....POYEN.....	TO 12.4	.....	5.05		
			85178	17	.....	.....LENHAM.....	14.2	.....	5.00		
			85182	22	.....	.....THIEL.....	18.1	.....	4.40		
			85187	22	47	OA.....LEOLA.....	TO 23.4	.....	4.30		
			85194	88	.....	.....CARTHAGE.....	30.4	.....	4.10		
			85200	56	.....	.....BUNN.....	36.5	.....	3.50		
			85207	26	48	.....IVAN.....	43.9	.....	3.30		
			85214	291	95	FY.....FORDYCE.....	TO 50.7	WYd	3.15		
			.....	.....	.....	StLSW Crossing.....	50.8	.....			
			85228	178	118	NS.....TINSMAN.....*	TO 64.6	YYd W	1.45		
			85233	80	.....	.....CRAM.....	70.9	.....	1.20		
			85237	33	86	HR.....HARRELL.....	TO 73.6	.....	1.15		
			85246	.....	66	.....ARTESIAN.....	82.1	.....	1.01		
			85252	104	48	KN.....CALION.....	TO 89.0	.....	12.51		
			85258	.....	118	.....HERMA.....	95.6	.....	12.40		
			85264	1520	.....	DO.....EL DORADO.....*	TO 100.4	RFWT YYd	12.30		
							100.4		A.M.		

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



# Southward

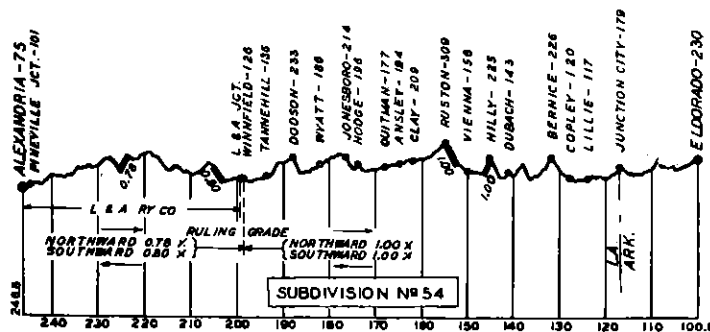
# Main Line

# Northward

SECOND CLASS					SUBDIVISION 54 STATIONS				SECOND CLASS	
	35									36
	Freight Daily Except Monday	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	Time Table No. 3 November 5, 1961		M. P. from Haskell	Signs		Freight Daily Except Monday
	A.M.									P.M.
2.30		85264	1710	.....	DO..... EL DORADO..... * TO	100.6	RFWT	YYd		10.45
3.10		85280	80	52	JN..... JUNCTION CITY, ARK.-LA. TO	116.7				9.10
3.22		85287		36	..... LILLIE.....	123.5				8.50
3.30		85291		48	..... COPLEY.....	127.8				8.40
3.38		85296	108	35	BN..... BERNICE..... TO	132.2				8.32
3.59		85305	62	38	DU..... DUBACH..... TO	141.2				8.15
4.10		85309	22		..... HILLY.....	145.5				8.05
4.18		85314		22	..... VIENNA.....	150.3				7.55
4.50		85319	155	61	RS..... RUSTON..... TO	154.8	WYYd			7.45
					..... IC Crossing.....					
5.01		85326		33	..... CLAY.....	161.8				7.15
5.05		85329	38		SY..... ANSLEY..... TO	164.7				7.08
5.13		85332	30	48	..... QUITMAN.....	168.3				7.00
5.25		85338	81		HO..... HODGE..... TO	174.0	Yd			6.42
5.30		85340	74	28	JO..... JONESBORO..... TO	176.4				6.37
5.42		85346	28	32	..... WYATT.....	182.4				6.27
5.56		85352	11	53	DN..... DODSON..... TO	188.4				6.15
6.16		85362	135		..... WINNFIELD YARD.....	198.1	Yd			5.55
6.21		85363	155		W..... WINNFIELD..... TO	199.3	RWY	Yd		5.50
6.37					WN..... L&A JCT.....	199.9	R			5.30
					..... PINEVILLE JCT.....	245.5				
					AD..... ALEX. L&A YARD.....	246.5	R			
9.30 A.M.		85410	204		AX..... ALEXANDRIA.....	246.8	RFWY	Yd		4.00 P.M.

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

Engines must not go beyond west end of planer mill shed on Davis Brothers Spur, Ansley.



**Southward**

**Main Line**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 55			M. P. from Haskell	Signs	SECOND CLASS			
			37				STATIONS					38			
		Freight					Time Table No. 3					Freight			
		Daily except Sunday		November 5, 1961			Daily except Sunday								
		P.M. 4.30		85410	204	.....	AX.....ALEXANDRIA.....	0.7	246.2	RFWYd	P.M. 10.00				
		4.35		85411	.....	.....	ALEXANDRIA JCT. <small>See Rule 16-b</small>	0.4	246.6	.....	9.40				
				.....	.....	.....	T&P CROSSING.....UX	1.2	247.8	.....					
		5.00		85422	22	.....	T&P Crossing Lamourle	9.9	257.7	.....	9.10				
		5.10		85425	30	.....	LECOMPTE.....	3.3	261.0	W	9.00				
				85439	18	.....	EVANGELINE JCT.....	13.8	274.8	Y-Yd					
		5.40		85440	32	.....	TURKEY CREEK.....	1.2	276.0	Yd	8.30				
		6.00		85446	23	.....	PINE PRAIRIE.....	6.4	282.4	.....	8.15				
		6.05		85448	25	.....	EASTON.....	2.1	284.5	.....	8.10				
		6.20		85456	32	12	MANOU.....	8.3	292.8	W	7.55				
		6.40		.....	.....	.....	SO. PAC. JCT. <small>See Rule 16-b</small>	8.8	301.6	.....	7.35				
		7.00 P.M.		85465	.....	.....	EUNICE.....UX	1.0	302.6	RYYd	7.30 P.M.				
								57.1							

Trains Northward are superior to trains of the same class Southward, except No. 37 is superior to No. 38. Time table Rule No. 14 in effect.

**Southward**

**Crossett Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53a			M. P. from Tinsman	Signs	SECOND CLASS			
			673				STATIONS					674			
		Mixed					Time Table No. 3					Mixed			
		Daily Except Sunday		November 5, 1961			Daily Except Sunday								
		P.M. 9.00		85228	178	118	NS.....TINSMAN.....	0.0	0.0	RWYYd	P.M. 7.30				
		9.35		86235	95	48	BANKS.....	8.2	8.2	.....	7.05				
		9.50		86240	17	.....	CRANEY.....	10.9	10.9	.....	6.35				
				.....	.....	.....	W&R JCT. ....	4.8	15.7	Yd					
		10.00		86246	75	48	HERMITAGE.....	1.1	16.8	Yd	6.15				
		10.15		86251	10	.....	INGALLS.....	4.8	21.6	.....	5.40				
		10.25		86253	.....	13	VICK.....	4.8	26.4	.....	5.25				
		10.35		86256	6	.....	BROAD.....	2.9	29.3	.....	5.10				
		10.45		86259	14	.....	STILLIONS.....	3.3	32.6	.....	5.00				
		11.00		86268	.....	16	WHITLOW.....	4.9	37.5	.....	4.45				
		11.15		86269	38	.....	WHITLOW JCT.....	1.0	38.5	.....	4.40				
				.....	.....	.....	AD&N Crossing.....UX	4.7	43.0	.....					
				.....	.....	.....	MoPac Crossing.....UX	4.5	43.0	.....					
		11.45 P.M.		86274	208	.....	A&M JCT. ....	0.1	43.1	RFWYYd	4.00 P.M.				
							CROSSETT.....	43.1							

Trains Northward are superior to trains of the same class Southward. Time table Rule No. 14 in effect.

## SPEED RESTRICTIONS

LOCATION	LOCATION	Psgr. Trains	Freight Trains
ALL SUBDIVISIONS			
Authorized speed through switch leads of turnouts as follows:			
No. 15 .....	25		
No. 10 .....	15		
Less than No. 10 .....	10		
LOCATION OF No. 15 TURNOUTS			
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.			
MAXIMUM ENGINE SPEEDS			
1-3, 402-404, 407, 409, 625-656, 750, 751, 633B-642B .....	90		
400-401 .....	85		
485-499, 621, 623, 9002-9004, 9015-9016 .....	80		
38-49, 70-127, 405, 406, 408, 410, 411, 425-441, 675-677, 1200-1343, 70B-73B, 88B-96B, 98B, 99B, 123B, 675B-677B, 128-143, 450-475, 537-546, 765-779, 795-797, 811-840, 128B-135B .....	70		
59B, 599, 716-732, 735-745, 759, 760, 762-764, 798-806, 9006, 9013, 9014 .....	65		
529-536 (Towing speed 65), 1000, 1001, 1003-1015 .....	60		
550-563, 700-707, 900-914 .....	45		
351, 361-373, 375-377 .....	40		
351, 361-373, 375-377 .....	30		
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals. ....	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, except RDC cars running forward light or with only one car .....	Freight train speed		
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		
Weed Spray No. 2231 Operating or running light .....	30		
Trains handling Scale Test Car RI 95384 .....	40		
All scale cars when moving in trains will be handled five (5) cars ahead of caboose. ....			
Short wheel-base Ore Hoppers .....	30		
85 and 88 foot cars through switch leads of No. 15 turnouts .....	20		
Ditcher-Spreader 95319 must not be moved in trains in excess of 25 MPH, except when moving dead, in trailing position, coupled to a load at either end, in which case the maximum speed can be increased to 40 MPH. ....			
Snow plows and Diesel units with pilot plows while plowing snow, when meeting, passing or being passed by a passenger train .....	5		
Except as shown below trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burrow and caterpillar crane, on own wheels, unless otherwise advised by officer .....	25		
Crane 95260 and Pile Driver 95232 on Subdivisions 49, 50, 51 and 52. ....	35		
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.			
SUBDIVISION 49 (except as shown below) .....		59	50
MP 351-08 to MP 354-31 .....		45	40
MP 365-00 to MP 367-08 .....		25	25
MP 366-23 MKT crossing .....		25	25
MP 382-14 to MP 382-22 .....		55	50
MP 387-11 to MP 394-10 .....		50	45
MP 396-16 KOG crossing engine only .....		20	20
MP 397-20 to MP 397-26 .....		30	30
Bridge 3978 .....		30	20
MP 397-29 to MP 398-06 .....		50	40
MP 401-00 to MP 401-08 .....		40	35
MP 401-16 to MP 407-05 (except as shown below) .....		55	50
MP 403-26 to MP 404-05 .....		35	35
MP 405-03 to MP 405-10 .....		55	45
MP 408-26 to MP 409-01 .....		50	40
MP 410-26 SLSF crossing .....		20	20
MP 414-08 to MP 415-02 (except as shown below) .....		45	40
MP 414-08 to MP 414-16 .....		40	35
MP 426-02 to MP 426-07 .....		55	45
MP 431-12 Engines only over First Street Seminoles .....		25	25
MP 431-27 to MP 432-02 .....		50	45
MP 438-00 to MP 439-07 .....		45	40
MP 440-28 to MP 441-09 .....		50	45
MP 447-10 to MP 448-01 .....		25	25
SUBDIVISION 50 (except as shown below) .....		59	50
MP 251-16 to MP 253-01 .....		30	25
MP 259-06 to MP 259-14 .....		45	35
MP 265-22 to MP 266-07 .....		50	45
MP 276-04 to MP 276-29 .....		50	45
MP 277-30 to MP 277-34 .....		50	40
MP 281-29 to MP 282-08 .....		50	45
MP 283-15 to MP 283-23 .....		50	45
MP 286-01 to MP 286-08 .....		50	45
MP 293-25 to MP 294-18 (except as shown below) .....		40	35
MP 293-35 to MP 294-07 .....		35	30
MP 295-14 KCS Crossing .....		20	20
MP 295-32 to MP 296-03 .....		45	40
MP 298-20 to MP 299-00 .....		45	40
MP 299-00 to MP 300-03 (except as shown below) .....		35	30
MP 299-23 to MP 299-28 .....		30	25
MP 300-03 to MP 302-31 (except as shown below) .....		45	40
MP 300-24 to MP 300-32 .....		40	35
MP 301-23 to MP 301-29 .....		40	35
MP 301-29 SLSF Crossing .....		15	15
MP 303-10 to MP 303-23 .....		55	50
MP 345-03 to MP 345-10 .....		50	45
MP 347-09 to MP 347-15 .....		50	45
MP 347-31 to MP 349-03 .....		50	50
MP 351-08 to MP 354-31 .....		45	40
SUBDIVISION 51 (except as shown below) .....		59	50
MP 132-31 to MP 135-07 .....		35	30
MP 135-07 to MP 136-30 .....		20	20
MP 138-24 to MP 139-26 .....		40	35
MP 139-33 Mo. Pac. Crossing .....		25	25
MP 139-26 to MP 140-20 .....		25	25
MP 140-20 to MP 142-15 .....		45	40
MP 146-17 to MP 146-33 .....		25	25
MP 147-0 to MP 147-05 .....		45	35
MP 148-32 to MP 149-02 .....		45	35
MP 149-20 to MP 151-09 .....		25	20
MP 151-09 to MP 153-03 .....		40	35
MP 153-03 to MP 154-02 .....		25	25
MP 154-02 to MP 161-05 .....		45	35
MP 161-07 to MP 164-14 (except as shown below) .....		45	40
MP 161-07 to MP 161-15 .....		30	25
MP 164-14 to MP 167-07 .....		40	30
MP 167-07 to MP 169-11 .....		25	20
MP 169-11 to MP 170-09 .....		40	30
MP 170-09 to MP 171-25 .....		25	25
MP 171-25 to MP 174-02 (except as shown below) .....		55	50
MP 173-04 to MP 173-15 .....		50	40
MP 174-02 to MP 174-19 .....		40	35
MP 178-05 to MP 179-32 .....		25	20
MP 179-32 to MP 182-18 .....		50	45
MP 212-09 to MP 212-17 .....		40	35
MP 218-35 to MP 220-15 .....		45	40
MP 232-19 to MP 233-09 .....		50	45
MP 251-16 to MP 255-01 .....		30	25

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains										
SUBDIVISION 52 (except as shown below).....	70	50	SUBDIVISION 51C (except as shown below).....	40	40										
Memphis - Entering 4th St. Yard .....	5	5	Butterfield—East leg wye .....	15	15										
Memphis - I.C. Wye - Texas & Broadway .....	5	5	MP 0-00 to MP 0-21 .....	15	15										
Kentucky Street, Memphis to Briark.....	25	25	MP 0-21 to MP 2-25 .....	20	20										
MP 43 -20 to MP 45-01.....	45	40	MP 2-33 to MP 4-0 .....	25	25										
MP 44-28 - Mo. Pac. Crossing.....	35	35	MP 4-0 to MP 5-27 .....	20	20										
MP 69-8 STLSW Crossing.....	20	20	MP 11-21 to MP 12-0 .....	25	25										
MP 84-27 to MP 85-27 (except as shown below) .....	55	40	MP 13-16 to MP 14-26 .....	25	25										
Br. 853 .....	25	25	MP 16-13 to MP 16-28 .....	25	25										
MP 85-27 to MP 87-09 .....	55	40	MP 18-21 to MP 43-25 .....	25	25										
MP 130-17 - St. L. S. W. Crossing.....	35	35	MP 52-8 to MP 60-17 .....	25	25										
MP 130-21 - MP 132-02.....	40	35	SUBDIVISION 62A .....	20	20										
MP 132-02 - MP 132-31 (except as shown below).....	30	30	SUBDIVISION 52C .....	30	30										
MP 132-28 - East Mo. Pac. Crossing .....	20	20	SUBDIVISION 53A (except as shown below).....	30	30										
MP 132-31 to MP 135-07 (except as shown below).....	35	30	Bridge LV 317, 318, 319, MP 31-8 to MP 32-0 .....	10	10										
MP 133-18 - 9th Street Crossing.....	Restricted Speed		<b>SPECIAL INSTRUCTIONS</b>												
SUBDIVISION 53 (except as shown below).....	All Trains		<p>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.</p> <table style="width: 100%; margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th style="text-align: right;">Maximum Height of Water Above Rail</th> </tr> </thead> <tbody> <tr> <td>RDC cars 9002-9003-9004-9015-9016 .....</td> <td style="text-align: right;">5 inches</td> </tr> <tr> <td>Diesel engines and motor cars .....</td> <td style="text-align: right;">3 inches</td> </tr> <tr> <td>Lightweight passenger cars .....</td> <td style="text-align: right;">7 inches</td> </tr> <tr> <td>Conventional passenger cars .....</td> <td style="text-align: right;">12 inches</td> </tr> </tbody> </table>				Maximum Height of Water Above Rail	RDC cars 9002-9003-9004-9015-9016 .....	5 inches	Diesel engines and motor cars .....	3 inches	Lightweight passenger cars .....	7 inches	Conventional passenger cars .....	12 inches
	Maximum Height of Water Above Rail														
RDC cars 9002-9003-9004-9015-9016 .....	5 inches														
Diesel engines and motor cars .....	3 inches														
Lightweight passenger cars .....	7 inches														
Conventional passenger cars .....	12 inches														
MP 00-00 to MP 00-07 .....	45														
MP 49-20 to MP 51-20 (except as shown below) .....	15														
MP 50-26 to StLSW Crossing .....	30														
MP 64-28 to MP 65-04 .....	20														
Bridge L-876 over steel portion .....	20														
MP 93-21 to MP 93-29 .....	10														
MP 97-08 to MP 100-00 .....	35														
MP 100-00 to MP 100-18 .....	30														
	20														
SUBDIVISION 54 (except as shown below).....	45		<p>2. Memphis is the initial station, Subdivision 52, for trains originating there.</p> <p>2a. Alexandria is the initial station, Subdivision 54, for trains originating there.</p> <p>2b. Eunice is the initial station, Subdivision 55, for trains originating there.</p> <p>3. Trains originating Fourth 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, Malvern, Hot Springs, Camden, Tinsman, Crossett and Winnfield without clearance when operator is not on duty and train order signal indicates proceed.</p> <p>3g. Trains must not leave Brinkley without clearance.</p> <p>3h. No. 683 may leave Des Arc without clearance.</p> <p>3j. No. 679 may leave Mesa without clearance when eastward train order signal indicates proceed. No. 684 may leave Mesa without clearance when westward train order signal indicates proceed.</p> <p>3k. Trains may leave Butterfield and Eunice without clearance.</p> <p>3l. No. 37 may leave Alexandria without clearance when operator is off duty.</p>												
MP 100-18 to MP 101-00 .....	20														
MP 101-00 to MP 115-18 .....	35														
MP 116-11 to MP 116-18 .....	25														
MP 123-20 to MP 138-21 .....	35														
MP 143-15 to MP 154-18 .....	35														
MP 154-18 to MP 155-10 .....	20														
MP 169-32 to MP 177-21 (except as shown below).....	35														
MP 173-23 to MP 174-10 .....	15														
MP 186-11 to MP 188-07 .....	35														
MP 191-25 to MP 192-17 .....	30														
MP 198-34 to MP 199-21 .....	20														
MP 199-21 to MP 199-30 .....	15														
SUBDIVISION 55 (except as shown below).....	35	35													
MP 246-20 to MP 247-17 .....	20	20													
MP 247-23 T&P Crossing .....	15	15													
MP 249-20 to MP 249-27 .....	15	15													
MP 257-20 T&P Crossing .....	20	20													
MP 257-24 to MP 258-0 .....	15	15													
MP 261-0 to 272-0 (except as shown below) .....	30	30													
MP 267-17 to MP 267-22 .....	20	20													
MP 301-0 to MP 301-19 .....	15	15													
SUBDIVISION 51A (except as shown below).....	55	45													
MP 0-0 to MP 0-5 .....	10	10													
MP 0-31 to MP 2-3 .....	40	30													
MP 4-28 to MP 4-38 .....	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 .....	15	15													
MP 22-30 to MP 23-30 .....	45	40													
MP 27-14 to MP 40-0 (except as shown below).....	45	40													
MP 27-25 Mo.Pac. Crossing.....	20	20													
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 .....	35	30													
MP 40-0 to MP 57-0 (except as shown below).....	40	25													
MP 41-29 to MP 44-8 .....	30	20													
MP 44-14 to MP 44-30 .....	20	15													
MP 44-30 to MP 46-18 .....	30	20													
MP 46-18 to MP 48-0 .....	25	15													
MP 48-10 to MP 52-39 .....	30	20													
MP 53-0 to MP 53-19 .....	30	15													
MP 53-32 to MP 55-21 .....	30	20													
MP 55-35 to MP 56-9 .....	20	15													
MP 56-16 to MP 57-0 .....	30	20													

## SPECIAL INSTRUCTIONS—Continued

**4. Rule 83:**

Haskell and Butterfield—Regular trains.  
Mesa, Des Arc, 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 Biddle, Briark, Brinkley and Hartshorne by Form 1339.

**5. Bulletin Boards and General Order Books are located at:**

Memphis—Central Sta.	Shawnee.
Memphis—Union Station.	Malvern.
Memphis—Fourth St.	El Dorado.
Stuttgart	Winnfield.
Little Rock.	L&A Jct.
Biddle—Yard.	Alexandria.
Biddle—Engine House.	Crossett
Beoneville.	
Hartshorne	

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.	Malvern.
Memphis—Union Station.	El Dorado.
Memphis—Fourth St.	Camden—StLSW Station.
Little Rock.	Winnfield.
Biddle—Yard.	L&A Jct.
Biddle—Engine House.	Alexandria—L. & A. Yard.
Beoneville.	Alexandria (Frt. Hse.)
Hartshorne	Crossett.
Shawnee.	

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. "1" Flag stop to receive or discharge traffic.  
"g" Conditional stop for revenue passengers only.  
"s" Regular stop.

11. At Brinkley, eastward trains, after having stopped for stop sign, will proceed over StLSW crossing, MP 69-2, only on hand signal given by member of train crew on ground at crossing.

11a. At Memphis all trains and engines must not exceed speed of 10 miles per hour through Union Station interlocking limits.

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 .....
49	410.7	SL - SF .....
61a	27.7	MoPac .....
62	130.6	StLSW .....
53	50.8	StLSW .....
54	154.8	IC .....
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	.....	Red	Yellow
50	301.8	SL-SF .....	Gate .....	Trainmen	SL-SF .....	Red	Yellow
61a	22.1	MoPac .....	Gate .....	Trainmen	MoPac .....	Red	Yellow
61c	5.6	MoPac .....	Gate .....	Trainmen	CRI&R .....	Red	Yellow
62	69.2	StLSW .....	No Gate .....	.....	.....	.....	.....
62c	19.9	StLSW .....	Derails .....	Trainmen	CRI&P .....	.....	.....
62c	20.6	StLSW .....	Gate .....	Trainmen	CRI&P .....	Red	Yellow
63a	38.5	AD&N .....	No Gate .....	.....	.....	.....	.....
63a	43.0	MoPac .....	No Gate .....	.....	.....	.....	.....
65	247.8	T&P .....	Gate .....	Trainmen	T&P .....	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  
Extras. ...." Preceding trains receiving this order will, after the specified time while occupying the main track at stations, protect in accordance with Rule 95.

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.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
62	85.3	White	63	87.6	Ouachita
62	132.5	Arkansas			

Trains will approach Arkansas River Bridge MP 132.5, Subdivision 62, prepared to stop, and must know draw bridge is closed before proceeding.

All trains will approach Ouachita River Bridge, MP 87.6, Subdivision 63 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	MP	Kind of Structure
49	397.8	Bridge
49	405.7	Overhead Bridge
49	445.0	Bridge
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	347.1	Bridge
50	353.1	Overhead Bridge
61	136.2	Overhead Bridge
61	156.1	Overhead Bridge
61	170.4	Overhead Bridge
61	219.6	Overhead Bridge
61a	18.4	Overhead Bridge
61a	24.4	Overhead Bridge
61a	43.8	Overhead Bridge
61a	54.0	Overhead Bridge
61a	56.9	Overhead Bridge
61c	9.9	Overhead Bridge
61c	25.3	Overhead Bridge
62	40.6	Overhead Bridge
62	85.3	Overhead Bridge
62	132.6	Overhead Bridge
62	132.6	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.

R. R. RICH, Asst. Supt., Little Rock, Ark.  
 L. B. BURRIS, Asst. Trainmaster-Agent, Memphis, Tenn.  
 W. B. REESE, Trainmaster, El Dorado, Ark.  
 J. E. HARE, Trainmaster, McAlester, Okla.  
 L. B. CLOSE, Master Mechanic, Little Rock, Ark.  
 H. C. CHRISTIE, Road Foreman Equipment, Little Rock, Ark.  
 R. C. CREGER, Chief Dispatcher  
 S. W. DEWS, Night Chief Dispatcher

A. B. MORTON,  
 J. E. WHITE,  
 W. A. VANCE,  
 J. E. FRASER,  
 L. E. OLSON,  
 J. A. HEAD,  
 C. E. TABOR,

} Train Dispatchers,  
 Little Rock, Ark.

At stations where emergency or dispatcher telephones are located, conductor or engineer 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 or engineers 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	417.4	Phillips Spur.....	4
49	427.9	Halliburton Oil Well Cementing Co. ....	9
50	298.8	Sun River Mining Co. ....	10
51a	1.2	Twen Cen. ....	102
51a	3.1	Ward .....	70
51a	3.3	Peiser Spur .....	11
51a	4.1	Berger.....	38
51a	14.6	Brooks.....	47
51a	17.0	Lignite.....	56
51c	2.3	Cuffman Lumber Co. ....	10
51c	11.8	Durian.....	3
51c	18.3	Rolla.....	7
52	16.2	Edmondson.....	17
52	34.0	Round Pond.....	28
52	49.9	Longino.....	70
52	80.5	Brasfield.....	11
52	91.7	Supreme Seed Co. ....	9
52	108.9	Sisemore.....	18
53	11.4	Kennedy Track.....	30
53	22.0	Toler Lbr. Co. ....	15
53	70.0	Gravel Pit.....	50
53a	12.1	Castleberry.....	4
53a	16.4	Hermitage Gravel Co. ....	33
53a	18.9	St. Francis Material Co. ....	19
54	108.3	Catesville.....	17
54	129.9	C. A. Reed Lumber Co. ....	16
54	134.7	Claiborne Gasoline Co. ....	15
54	148.0	Farmers Spur.....	20
54	178.3	Rogers Spur.....	3
54	185.0	Hunt & Son Lumber Co. ....	13
54	185.2	Hunt & Son Lumber Co. ....	14
55	250.1	Turpin Builders Supply .....	12
55	272.3	Meridian.....	20
55	284.7	Continental Oil Co. ....	18
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
55	300.9	Pioneer Lumber Co.....	10

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.

# COMMUNICATION OFFICES

## OFFICE HOURS

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

### SUBDIVISION 52

Memphis..... Continuous  
 Brark..... Continuous  
 West Memphis..... 8:30 a.m. 5:30 p.m.  
 Madison..... 8:30 a.m. 5:30 p.m.  
 Forrest City..... Continuous  
 Wheatley..... 7:30 a.m. 4:30 p.m.  
 Brinkley..... Continuous  
 Mesa..... \*\*8:30 a.m. 5:30 p.m.  
 Hazen..... 7:30 a.m. 4:30 p.m.  
 Carlisle..... 8:00 a.m. 5:00 p.m.  
 Lonoke..... 8:00 a.m. 5:00 p.m.  
 East MoPac Tower..... Continuous  
 Little Rock..... Continuous  
 Biddle..... Continuous

### SUBDIVISION 51

Little Rock..... Continuous  
 Biddle..... Continuous  
 West MoPac Tower..... Continuous  
 Bigelow..... 8:30 p.m. 5:30 a.m.  
 Perry..... 6:00 a.m. 3:00 p.m.  
 Ola..... { \*\*8:00 a.m. 4:00 p.m.  
                   \* \*\*8:00 p.m. 4:00 a.m.  
 { Danville..... 8:00 a.m. 1:00 p.m. with  
                   \* lunch period, and 3:15 p.m.  
                   to 5:00 p.m.  
 { Belleville..... 1:15 p.m. to 3:00 p.m.

### SUBDIVISION 50

Booneville..... Continuous  
 Mansfield..... \*\*8:30 p.m. 5:30 a.m.  
 Howe..... Continuous  
 Red Oak..... 8:30 a.m. 5:30 p.m.  
 Wilburton..... 8:30 a.m. 5:30 p.m.  
 Hartshorne..... Continuous

### SUBDIVISION 49

Hartshorne..... Continuous  
 McAlester..... Continuous  
 Calvin..... 8:30 a.m. 5:30 p.m.  
 Holdenville..... \* \*\*6:30 a.m. 3:30 p.m.  
 Wewoka..... \*\*7:30 a.m. 4:30 p.m.  
 Seminole..... \* \*\*6:30 a.m. 3:30 p.m.  
 Shawnee..... { \* \*\*7:00 a.m. 3:00 p.m.  
                   \* \*\*5:00 p.m. 1:00 a.m.

### SUBDIVISION 51-A

Biddle..... Continuous  
 Bauxite..... 8:00 a.m. 5:00 p.m.  
 { Benton..... 10:00 a.m. 4:30 p.m.  
 \* { Haskell..... 8:00 a.m. 9:45 a.m.  
                   and 4:45 p.m. 5:00 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

Mesa..... \*\*8:30 a.m. 5:30 p.m.  
 Stuttgart..... 8:00 a.m. 5:00 p.m.

### SUBDIVISION 52-A

Mesa..... \*\*8:30 a.m. 5:30 p.m.  
 Des Arc..... 8:00 a.m. 5:00 p.m.

### SUBDIVISION 53-A

Tinsman..... \* \*\*6:45 p.m. 3:45 a.m.  
 Hermitage..... 7:30 a.m. 4:30 p.m.  
 Crossett..... 8:30 a.m. 5:30 p.m.

### SUBDIVISION 51-C

Malvern..... 8:30 a.m. 5:30 p.m.  
 Sparkman..... 8:00 a.m. 5:00 p.m.  
 Camden..... \*\*8:00 a.m. 5:00 p.m.

### SUBDIVISION 53

Haskell..... 8:00 a.m. 9:45 a.m.  
                   and 4:45 p.m. 5:00 p.m.  
 Poyen..... 6:00 a.m. 3:00 p.m.  
 Leola..... 7:00 a.m. 4:00 p.m.  
 Fordyce..... \* \*\*8:00 a.m. 5:00 p.m.  
 Tinsman..... \* \*\*6:45 p.m. 3:45 a.m.  
 Harrell..... 7:30 a.m. 4:30 p.m.  
 Calion..... 7:30 a.m. 4:30 p.m.  
 El Dorado..... { \* \*\*6:30 a.m. 2:30 p.m.  
                   \* \*\*10:30 p.m. 6:30 a.m.

### SUBDIVISION 54

El Dorado..... { \* \*\*6:30 a.m. 2:30 p.m.  
                   \* \*\*10:30 p.m. 6:30 a.m.  
 Junction City..... 7:00 a.m. 4:00 p.m.  
 Bernice..... 8:00 a.m. 5:00 p.m.  
 Dubach..... 7:00 a.m. 4:00 p.m.  
 Ruston..... { \*\*7:00 a.m. 3:00 p.m.  
                   3:00 p.m. 11:00 p.m.  
                   (Daily except Monday)  
 Ansley..... 7:15 a.m. 4:15 p.m.  
 Hodge..... 8:00 a.m. 5:00 p.m.  
 Jonesboro..... 7:00 a.m. 4:00 p.m.  
 Dodson..... 6:30 a.m. 3:30 p.m.  
 Winnfield..... 8:30 a.m. 5:30 p.m.  
 L&A Junction..... Continuous  
 Alex. L&A Yard..... Continuous  
 Alexandria..... 8:00 a.m. 5:00 p.m.

### SUBDIVISION 55

Alexandria..... 8:00 a.m. 5:00 p.m.  
 Pine Prairie..... 8:00 a.m. 5:00 p.m.  
 Mamou..... 8:00 a.m. 5:00 p.m.  
 Eunice..... 8:00 a.m. 5:00 p.m.

(\* ) - Indicates Dualized Station.

## TABLE OF TRAIN SPEEDS

Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour	Minutes Per Mile	Seconds Per Mile	Miles Per Hour
0	33	110.0	1	3	57.1	1	19	45.6	1	34	38.2
0	34	106.0	1	4	56.2	1	20	45.0	1	35	37.9
0	36	100.0	1	5	55.3	1	21	44.4	1	40	36.0
0	38	94.7	1	6	54.5	1	22	43.9	1	45	34.3
0	40	90.0	1	7	53.7	1	23	43.4	1	50	32.7
0	42	85.7	1	8	52.9	1	24	42.9	1	55	31.3
0	45	80.3	1	9	52.1	1	25	42.4	2	0	30.0
0	48	75.0	1	10	51.4	1	26	41.9	2	5	28.8
0	50	72.0	1	11	50.7	1	27	41.4	2	10	27.7
0	52	69.2	1	12	50.0	1	28	40.9	2	15	26.7
0	54	66.6	1	13	49.3	1	29	40.4	2	20	25.7
0	56	64.2	1	14	48.6	1	30	40.0	2	25	24.8
0	58	62.0	1	15	48.0	1	31	39.6	3	0	20.0
1	0	60.0	1	16	47.4	1	32	39.1	4	0	15.0
1	1	59.0	1	17	46.7	1	33	38.7	6	0	10.0
1	2	58.0	1	18	46.1						