

**TIME IS IMPORTANT  
Take TIME To Be SAFE**

**ASSISTANT SUPERINTENDENTS**

W. F. MASTERS..... Illmo, Mo.  
W. R. WARE..... Malden, Mo.  
W. J. LACY..... Stuttgart, Ark.  
W. C. GARRETT..... Pine Bluff, Ark.  
V. J. BERRY..... Shreveport, La.  
J. A. HALEY..... Commerce, Texas  
J. H. NALL..... Tyler, Texas

**TRAINMASTERS**

H. E. CARRAWAY..... East St. Louis, Ill.  
A. B. FINCH..... Pine Bluff, Ark.  
A. E. EBLE..... Texarkana, Tex.

**ASSISTANT TRAINMASTER**

W. L. LAMPLEY..... Pine Bluff, Ark.

**ROAD FOREMEN OF ENGINES**

R. MILLER..... Illmo, Mo.  
H. R. LEGGETT..... Pine Bluff, Ark.  
F. M. ROBERTS..... Pine Bluff, Ark.  
J. T. ALLEN..... Tyler, Texas  
D. T. HOPKINS..... Commerce, Texas

# St. Louis Southwestern Railway Company



## TIMETABLE

# 2

**EFFECTIVE FRIDAY, JANUARY 1, 1960  
AT 12:01 A. M.  
CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY, WHO MUST ALSO  
CARRY COPY OF CURRENT ISSUE  
OF SPECIAL INSTRUCTIONS**

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W. H. HUDSON, Vice President  
J. L. HUMPHREYS, Superintendent Transportation  
J. R. HOLDEN, General Superintendent  
D. F. CARPENTER, Asst. General Superintendent

### ST. L. S. W. OPERATION OVER FOREIGN LINES:

- Between Valley Jct., and North Jct., use of Missouri Pacific tracks; Train and engine men will be governed by Uniform Code of Operating Rules, Mo. Pac. Timetable, Special Instructions and General Orders.
- Between North Jct., and Illmo, use of Southern Illinois and Missouri Bridge Company tracks; Train and engine men will be governed by Uniform Code of Operating Rules, SI&MB Special Instructions and General Orders.
- Between Cotton Belt Jct., (Brinkley), and Briark, use of C. R. I. & P. R. R. tracks; Train and engine men will be governed by Uniform Code of Operating Rules, C. R. I. & P. Timetable, Special Instructions and General Orders.
- Between Briark and the east line of Florida St. on Railroad Ave., (Broadway), Memphis, use of Arkansas and Memphis Railway Bridge and Terminal Company tracks; Train and engine men will be governed by Uniform Code of Operating Rules, Arkansas and Memphis Railway Bridge and Terminal Company Timetable, Special Instructions and General Orders.
- Between SSW Main Track Connection, 1200' north of Frisco Depot, and Frisco Depot, Leachville, Ark., use of St. L. S. F. R. R. tracks; See Timetable Rule D 7.
- Between Bridge No. 418.98½ and Texarkana Union Station Trust tracks, use T. & P. Ry. passenger main track from cross-over switch east of Bridge No. 418.98½ to 100 feet east of Elm Street viaduct, thence Texarkana Union Station Trust tracks.
- Between Sherman and Plano, use of T. & N. O. R. R.; train and engine men will provide themselves with copies of and be governed by Rules and Timetable of T. & N. O. R. R.
- Between St. L. S. W. R. R. Jct. and Double track Jct., (Cadiz St.), Dallas, use of Union Terminal Company; Train and engine men will be governed by Rules and Regulations of the Union Terminal Company.
- Between S. S. W. connection near Wall Street, Dallas, east of G. C. & S. F. Tower 19, and T. & N. O. connection near Tower 10, use Joint G. C. & S. F.-T. & N. O. track. From Tower 10 to S. S. W. wye connection, near Logan Street, use T. & N. O. track. Train and engine men will provide themselves with copies of and be governed by rules and timetables of the G. C. & S. F. Ry. and T. & N. O. R. R.
- Between Tower and 5th Street Station, Ft. Worth, use of F. W. & D. Ry.; train and engine men will be governed by rules and timetable of F. W. & D. Ry.

### OPERATION OF FOREIGN LINE TRAINS OVER ST. L. S. W. TRACKS:

- Between Illmo and Frisco Jct., use of StLSW tracks by C&EI.
- Between Illmo and Paragould Jct., use of StLSW tracks by Mo. Pac.
- Between Kent and Camden, use of StLSW tracks by Rock Island.
- Between Silver Lake Jct. and L. & A. Jct., use of St. L. S. W. tracks by L. & A.
- Mo. Pac., C. & E. I., R. I. and L. & A. train and engine men will be governed by The Uniform Code of Operating Rules, StLSW Timetable, Special Instructions and General Orders.
- Between Tower and St. L. S. F. & T. R. R. main track switch north of freight depot at North Ft. Worth, use of St. L. S. W. Ry. tracks by St. L. S. F. & T. R. R.
- Between Jax Jct. and Rusk, use of St. L. S. W. Ry. tracks by T. & N. O. R. R.
- Use of joint track through Lufkin Yard by T. S. E. R. R. and A. & N. R. R. R.
- Between Brazos Jct. and East Waco, use of St. L. S. W. Ry. tracks by T. & N. O. R. R.
- T. & N. O. R. R., St. L. S. F. & T. R. R., T. S. E. R. R. and A. & N. R. R. R. train and engine men will be governed by The Uniform Code of Operating Rules, Timetable, Special Instructions and General Orders of St. L. S. W. Ry.

#### SPEED TABLE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
36"	100	1'01"	59	1'50"	32.7
37"	97.3	1'02"	58.1	1'55"	31.3
38"	94.7	1'03"	57.1	2'00"	30
39"	92.3	1'04"	56.2	2'15"	26.7
40"	90	1'05"	55.4	2'30"	24
41"	87.8	1'06"	54.5	2'45"	21.8
42"	85.7	1'07"	53.7	3'00"	20
43"	86.7	1'08"	52.9	3'30"	17.1
44"	81.8	1'09"	52.2	4'00"	15
45"	80	1'10"	51.4	5'00"	12
46"	78.3	1'11"	50.7	6'00"	10
47"	76.6	1'12"	50	7'00"	8.6
48"	75	1'13"	49.3	7'30"	8
49"	73.5	1'14"	48.6	8'00"	7.5
50"	72	1'15"	48	10'00"	6
51"	70.6	1'16"	47.4		
52"	69.2	1'17"	46.8		
53"	67.9	1'18"	46.2		
54"	66.7	1'19"	45.6		
55"	65.5	1'20"	45		
56"	64.3	1'25"	42.4		
57"	63.2	1'30"	40		
58"	62.1	1'35"	37.9		
59"	61	1'40"	36		
1'00"	60	1'45"	34.3		

### TRAIN DISPATCHERS

- L. T. James.....Chief Train Dispatcher
- F. Timpner.....Night Chief Dispatcher
- H. B. Brown.....Night Chief Dispatcher
  
- G. C. Stevens
- C. B. Miller
- A. M. Colyer
- L. Z. Mallory
- R. W. Bradsher
- J. S. Leach
- J. E. Whitsell
  
- J. F. Wyatt
- W. R. Howard
- F. L. Arnold
- B. M. Martin
- J. L. Calloway
- A. B. Dawson
- A. J. Vaughn

- A. L. Underhill.....Relief Chief Dispatcher
- E. B. Morgan.....Relief Chief Dispatcher
- W. L. Jones.....Asst. Chief Dispatcher
  
- G. J. Satterfield
- C. L. Ellis
  
- F. L. Maxwell
- A. J. Clark
- J. O. Dafft

TRUST SURGEONS — ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST

CHIEF SURGEON, Dr. Wm. Hibbitts, Texarkana, Ark-Tex.

Texarkana, Ark.-Tex. — The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff or any specialists in the city.)

St. Louis, Mo. — St. Luke's Hospital, 5535 Delmar Ave. (Patients should make appointment with Dr. Raymond O. Frederick, at Beaumont Building, 3720 Washington Blvd.) Dr. Raymond O. Frederick, Dist. Surgeon; Dr. H. S. Liggett, Consulting Surgeon; Dr. R. E. Mason, Local Surgeon; and Dr. Benjamin Milder, Eye specialist; Dr. Adolph N. Conrad, Jr., Dist. Dermatologist; Dr. A. C. Stutsman and Dr. W. N. Sauer, specialists; Dr. C. E. Hyndman, Consulting Surgeon; Drs. Kenneth O. Wilson and J. Byron Beare, urologists; Dr. R. B. Jones, neurologist; Dr. O. P. Hampton, Jr., orthopedic; and Dr. Walter Baumgarten, internist, Dr. J. B. Coston, Dr. Wm. G. Becke, Local Surgeons; Dr. B. W. Carter (Col.) District Surgeon, Peoples Hospital.

Pine Bluff, Ark. — Doctors Clinic, 1421 Cherry St. Dr. S. A. Monroe, Dr. G. B. Talbot and Dr. D. J. McCaughey, Medical Doctors; Dr. W. J. Wilkins and R. A. Irwin, Surgeons.

DISTRICT SURGEONS

- East St. Louis, Ill. Dr. Eric Lehr
Cape Girardeau, Mo. Dr. H. V. Ashley
Malden, Mo. Dr. Homer Beall
Blytheville, Ark. Dr. I. R. Johnson
Memphis, Tenn. (Dr. E. A. Canada, Dr. Thos. F. Leatherwood, specialist)
Paragould, Ark. Dr. E. D. McKelvey
Jonesboro, Ark. (Dr. R. C. Shanlever, Dr. Jno. C. Paris, Dr. Gus A. Craig)
Stuttgart, Ark. Dr. M. C. John
Brinkley, Ark. Dr. E. D. McKnight
Little Rock, Ark. Dr. Harlan C. Holmes
Pine Bluff, Ark. (Dr. Ross E. Maynard, Dr. Benjamin Luck, Jr., Dr. C. A. Flowers (Col.), Dr. Louis K. Hundley (Eye, ear, nose and throat specialists), Dr. E. B. Glasscock, Dr. W. E. Nixon)

- Camden, Ark. (Dr. P. J. Dalton, Dr. J. L. Dedman, Jr., Dr. A. A. Herold, Dr. A. A. Bullock, Jr.)
Shreveport, La. (Dr. C. G. Allen, Dr. L. W. Seyler, Dr. Joe Becton, Jr.)
Mt. Pleasant, Texas. Drs. Ernest L. Fender & Lee D. McKeller
Commerce, Texas. (Dr. C. G. Allen, Dr. L. W. Seyler)
Greenville, Texas. Dr. Joe Becton, Jr.
Dallas, Texas. Drs. J. H. Marshall & Virgil M. Payne
North Ft. Worth, Texas. Dr. Abe Greines
Ft. Worth, Texas. Dr. Carl M. Austin
Tyler, Texas. (Dr. Clayton Shirley, Dr. Irving Brown)
Corsicana, Texas. Dr. Wm. D. Mayfield
Waco, Texas. (Dr. J. E. Lettimore, Dr. Wm. L. Crosthwait, Dr. Cleveland H. Brooks (E. E. N. & T. Specialist))
Lufkin, Texas. Dr. L. H. Denman

LOCAL SURGEONS

(Treatment-Injury cases only)

- East St. Louis, Ill. (Dr. E. J. Casey (Ophthalmologist), Dr. Wm. Hanson (E. E. N. & T. Specialist))
Cape Girardeau, Mo. Dr. Gordon M. Nannally
Dexter, Mo. (Dr. W. C. Dieckman, Dr. T. L. Waddle)
Lilbourn, Mo. Dr. Jno. H. Roberson
New Madrid, Mo. Dr. Orville B. Chandler
East Prairie, Mo. Dr. Gordon C. Hamphill
Gideon, Mo. Dr. B. E. Ellis
Caruthersville, Mo. Dr. O. W. Cook
Hayti, Mo. Dr. L. D. Denton
Bloomfield, Mo. Dr. R. S. Davis
Malden, Mo. Dr. Chas. S. Williams
Campbell, Mo. Dr. Wallace A. Belsey
Piggott, Ark. Dr. H. R. Duckworth
Rector, Ark. Dr. O. H. Clopton
Paragould. (Dr. A. H. Maddox, Dr. Rex N. Moore)
Cardwell, Mo. Dr. W. D. English
Caraway, Ark. Dr. Jno. H. Kilgore
Trumann, Ark. Dr. Floyd A. Smith, Jr.
Jonesboro, Ark. Dr. J. W. Webb, Specialist
McCrory, Ark. Dr. Faye B. Milwee (Millwee)
Brinkley, Ark. Dr. N. C. David, Jr.
Clarendon, Ark. Dr. Benedict F. Pupata
Stuttgart, Ark. Dr. Paul H. Miller
DeWitt, Ark. Dr. R. H. Whitehead
Wabbaseka, Ark. Dr. M. A. Shelton
Altheimer, Ark. Dr. James B. Searcy
England, Ark. Dr. Henry H. Good
No. Little Rock, Ark. Dr. Shelby Atkinson
Little Rock, Ark. (Dr. F. Walter Caruthers, Dr. Jno. G. Watkins (E. E. N. & T. Specialist), Dr. J. L. Hobgood)
Rison, Ark. Dr. J. L. Hobgood
Fordyce, Ark. Dr. H. H. Atkinson
Bearden, Ark. Dr. Jno. P. Thompson
Camden, Ark. (Dr. E. J. Byrd, Dr. R. B. Robins, Dr. R. C. Lewis (Col.))

- Stephens, Ark. Dr. Henry S. Hearnberger
Waldo, Ark. Dr. T. H. Jones
Stamps, Ark. Dr. Chas. Cross
Lewistown, Ark. Dr. R. E. Harrison
Bradley, Ark. Dr. A. Rosendale
Benton, La. Dr. Jno. B. Hall
Bossier City, La. Dr. D. C. McCuller
Shreveport, La. Dr. J. A. Wilkinson (Specialist)
Omaha, Texas. Dr. James C. Smith, Jr.
Mt. Vernon, Texas. Dr. Otto C. Walling, Jr.
Sulphur Springs, Tex. Dr. Earl Siring
Greenville, Texas. Dr. R. H. Fair
Sherman, Texas. Dr. W. I. Southerland
Dallas, Texas. (Dr. Viola Scanlan, Specialist, Dr. Maxwell Thomas, Specialist)
Carrollton, Texas. Dr. Walter Eingle
Grapevine, Texas. Dr. J. A. Allison
Pittsburg, Texas. Dr. R. L. Johnson
Gilmer, Texas. (Drs. H. H. and Madison Ragland, Dr. J. C. Jones, Dr. H. B. Daniels, Dr. J. Lawrence Neill, Dr. G. B. Allen (E. E. N. & T. Specialists), Dr. W. C. Stephens, consultant)
Tyler, Texas. Dr. Marjorie Fernald Roper
Bullard, Texas. Dr. J. M. Travis
Jacksonville, Texas. Dr. T. H. Cobble
Rusk, Texas. Dr. R. E. Roseman
Alto, Texas. Dr. J. H. DuBose
Wells, Texas. Dr. J. F. Baugh
Chandler, Texas. Dr. Malvin E. Wilcox
Athens, Texas. Dr. P. T. Kilman
Malakoff, Texas. Dr. Joseph Rosenbloom
Trinidad, Texas. Dr. L. E. Kelton, Jr.
Corsicana, Texas. Dr. Dick Cason
Hillsboro, Texas. Dr. E. T. Rosborough
Dawson, Texas. Dr. T. M. Morris
Mt. Calm, Texas. (Dr. S. C. Spencer, Dr. B. Wilson Crosthwait, Dr. Homer B. Allen, Dr. K. R. Jones)
Waco, Texas.
McGregor, Texas.
Gatesville, Texas.

DENTISTS

(Examination of Teeth and Extractions, only)

- St. Louis, Mo. (Dr. Chas. Gebhard (Dist. Dentist), Dr. Edw. L. Grant (Col.) Local Dentist)
East St. Louis, Ill. Dr. Harry V. Lipe
Hilmo, Mo. Dr. B. F. Holly
Malden, Mo. Dr. L. O. Wicecarver
Paragould, Ark. Dr. R. C. Sumner
Blytheville, Ark. Dr. Fred Child
Memphis, Tenn. (Dr. Chas. E. Smith, Dr. R. B. Martin, (Col.), Dr. James O. Bisbee)
Stuttgart, Ark. Dr. Patrick E. Harrison
Brinkley, Ark. Dr. Paul Montgomery
Little Rock, Ark. (Dr. James H. Taliaferro, Dr. H. H. Phipps, Jr., (Col.))
Pine Bluff, Ark.

- Camden, Ark. (Dr. F. W. Dietrich, Dr. R. M. Dunning, (Col.), Dr. S. W. Barkmeyer, Dr. T. M. Johnson, (Col.))
Shreveport, La. (Dr. David Looney (District Dentist), Dr. Wm. R. Patterson)
Texarkana, Texas. (Dr. A. H. A. Jones (Col.) (District Dentist), Dr. P. E. Williams, Dr. R. F. Calkins)
Dallas, Texas. (Dr. H. A. Hooper, Dr. E. L. Francis (Col.), Dr. J. E. Warren (Col.))
Ft. Worth, Texas. (Dr. Vernon L. Jansen, Dr. David Sallee, Dr. C. H. Radford (Col.))
Tyler, Texas.
Lufkin, Texas.
Waco, Texas.

In case of injury to persons, loss of life or damage to property, comply with requirements of Rule 600, Uniform Code of Operating Rules. In case of injury to employees, comply with requirements of Rule 601, Uniform Code of Operating Rules.

ILLMO SUBDIVISION

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	Distance from Grays Point	TIMETABLE No. 2		Station Numbers	NORTHWARD		
THIRD CLASS				Sidings	Other			Effective January 1, 1960			STATIONS	54 Local	58 Local
53 Local		57 Local						STATIONS					
Daily Except Sunday		Daily Except Sunday						Daily Except Sunday		Daily Except Sunday			
				Yd.	Yd.			DN.....	EAST ST. LOUIS.....	YTXO	C 9		
	L 5.50 AM			Yd.	Yd.		3.31	DN.....	ILLMO.....	TXO	I 3	A 10.00 AM	
							5.16		ANCELL.....				
				200			9.56		QUARRY.....		I 10		
							10.62		FRISCO JCT.....				
							10.72	St.L.S.F.	ROCKVIEW.....	Crossing	I 11		
				248	128		16.13	Mo.P., St.L.S.F.	DELTA.....	Crossing	I 16		
								Mo.P.		Crossing			
				240	13		21.39		RANDLES.....		I 21		
							23.74		PERKINS.....		I 24		
				133	11		26.39		MESLER.....		I 26		
							29.71		BELL CITY.....		I 30		
				119	30		32.20		ARDEOLA.....		I 32		
				222	12		36.06		AVERT.....		I 38		
							43.61		IDALLA.....		I 44		
					2		47.08		PARONT.....		I 47		
							48.82		MO JCT.....				
					4		50.12		DEXTER JCT.....		I 50		
				56	55		50.88		DEXTER.....		I 51		
				139	50		59.53		BERNIE.....		I 60		
							65.17		NM JCT.....				
	A 9.10 AM	L 6.40 AM		Yd.	Yd.	57.92	67.72	DN.....	MALDEN.....	OYX	58	L 6.40 AM	
							60.70	St.L.S.F.	SM JCT.....	Crossing			
				39	42		65.37		CAMPBELL.....		65		
				145			69.89		ST. FRANCIS.....		70		
				38	112		75.56		PIGGOTT.....		76		
				160	15		78.83		GREENWAY.....		79		
				24	76		85.67		RECTOR.....		86		
				135			90.72		JAY.....		91		
				47	37		92.88		MARMADUKE.....		93		
				133			102.34		NORTH PARAGOULD.....				
							103.00		BLYTHEVILLE JCT.....				
				Yd.	Yd.		103.63	DN.....	PARAGOULD.....	OXY	104		
							103.70	Mo.P.	PARAGOULD JCT.....	Crossing			
					24		108.83		BETHEL.....		109		
				140	8		115.67		BROOKLAND.....		116		
		A 10.15 AM		Yd.	Yd.		124.83	St.L.S.F.	JONESBORO.....	Crossing	125	L 3.20 AM	
								DN.....					
Daily Except Sunday	Daily Except Sunday								(131.32)			Daily Except Sunday	
53	57										54	58	

Operation by Signal Indication, Opposing and Following Movement

Northward Trains are Superior to Southward Trains of the Same Class.

Business Tracks not shown as Stations:

Painton.....	MP - I-25.22	— 10 Cars
Heagy.....	MP - I-28.61	— 19 Cars
Airscule.....	MP - I-64.33	— 88 Cars

**A 1. Movements by Block Signals:**

Movement by Block Signals does not affect the Initial and Terminal stations of schedules.

Northward trains entering St. L. S. W. tracks at Dexter Jct. and Frisco Jct. will be governed by signal indication. Train orders or Clearances will not be required.

**A 2. Illmo is register station for St. L. S. W. trains only.**

Malden is register station for trains originating and terminating at Malden only.

Paragould is register station for Mo. Pac. trains and trains of Blytheville Subdivision. Mo. Pac. trains will register by ticket.

**A 3. Clearance Form 3143:**

Southward trains will not require Clearance at Illmo, Malden, or Paragould, in the absence of train order signal, or when train order signal displays Proceed indication, except Southward SSW trains departing Illmo, and trains originating at Malden will secure Clearance.

Northward trains will not require Clearance at Paragould or Malden, in the absence of a train order signal or when train order signal displays Proceed indication, except trains originating Malden will secure Clearance.

**A 4. Illmo:** When Southward trains are ready to depart via Ancell lead, a member of the crew will communicate with Train Dispatcher (Control Operator) for authority to depart and Yellow call-on signal, located on west side of lead MP I-4, Pole 13 must be illuminated before departure.

**A 5. Authority must be obtained from Train Dispatcher (Control Operator) before Northward trains or engines enter main track at Frisco Jct.**

**A 6. Normal position of crossover leading from No. 1 track to East track at north end of No. 1 track Malden is for Wyatt Subdivision. Normal position of crossover leading from No. 1 track to East track at south end of No. 1 track Malden is for Frisco transfer.**

Normal position south switch crossover leading from house track to middle track Paragould is for movement through house track. Normal position north switch this crossover is for movement through middle track.

**A 7. Two derrails in service on engine track Paragould:**

One deraill and sign located 300 feet from headblock; the other deraill and sign located 420 feet from headblock. These derrails when not in use must be locked in off position in lieu of Rule 104 (8) of Uniform Code of Operating Rules and will only be locked in derailing position when protecting engine unattended.

**A 8. All trains and engines will be governed by signal indication and move at Restricted Speed without timetable or train order authority between MP 123, Pole 29, and MP 127, Pole 17.**

**A 9. Jonesboro:** When Northward trains are ready to depart from yard tracks or main track south of Gee Street, a member of the crew must communicate with Train Dispatcher (Control Operator) for authority to depart and Yellow call-on signal located on east side of main track, just south of Gee Street, must be illuminated before departure.

Northward trains, called to depart Jonesboro on tracks north of Gee Street, will communicate with Train Dispatcher (Control Operator) for authority to depart. Trains departing from main track will be governed by indication of Block Signal No. 1248, located at MP 124, Pole 26. Trains departing from yard tracks, in addition to receiving authority to depart, will be governed by indication displayed by Yellow call-on signal at MP 124, Pole 27, which will authorize movement on main track to next signal governing in same direction.

**A 10. No train order signal maintained at Jonesboro, all departing trains will secure a Clearance (Form 3143) at this station.**

# WYATT SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
THIRD CLASS				Sidings	Other		STATIONS			THIRD CLASS			
			<b>159</b> Local									<b>160</b> Local	
			Tues., Thurs., Sat.							Mon., Wed., Fri.			
		L	6.00 AM	34	Yd.	5.51	END OF TRACK						
		f	6.30			5.03	0.42 WYATT	6		A	11.55 AM		
		s	7.05	54	64	14.17	8.24 ANNISTON	14		f	11.18		
		f	7.40			18.58	4.41 EAST PRAIRIE	19		s	10.58		
		f	7.48	23	72	29.58	11.00 LA FORGE	30		f	10.10		
		s	8.05	16	48	31.35	1.77 RISTINE	31		f	10.02		
		f	8.40			36.03	5.28 St.L.S.F. Crossing	37		s	9.40		
		f	9.57			41.03	5.30 D. LILBOURN	42		f	7.12		
		s	10.25	27	3	48.49	6.56 CATRON	49		s	6.42		
		f	10.33			50.80	2.31 St.L.S.F. Crossing	51		f	6.32		
						57.27	6.47 LORWOOD						
		A	10.55 AM		Yd.	57.92	0.65 MALDEN JCT.			L	6.00 AM		
										Mon., Wed., Fri.			
							(62.41) DN. MALDEN OYX	58					
										<b>160</b>			

Northward Trains are Superior to Southward Trains of the Same Class.

Business Tracks not shown as stations:  
 Coulter ..... MP - 8.13 --- 5 Cars  
 Stanley ..... MP - 16.22 --- 2 Cars

# NEW MADRID SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
THIRD CLASS				Sidings	Other		STATIONS			THIRD CLASS			
			<b>261</b> Local									<b>262</b> Local	
			Daily Except Sunday							Daily Except Sunday			
		L	9.00 AM			43.13	D. NEW MADRID	A42		A	8.40 AM		
		A	9.20 AM	17	4	36.03	5.50 St.L.S.F. Crossing	37		L	8.10 AM		
							Y D. LILBOURN			Daily Except Sunday			
							(6.50)						
										<b>262</b>			

Northward Trains are Superior to Southward Trains of the Same Class.

## Instructions Pertaining to Wyatt Subdivision

**B 1.** Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61, all trains and engines will approach the crossings with this highway at Ristine, Mile Post 31, pole 14½ Wyatt Subdivision, and at Mile Post A-41, pole 13½, New Madrid Subdivision, at such speed that movement can be stopped before reaching the crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Members of crews performing switching over the crossing at Ristine must see that crossing is properly protected by having a brakeman at the crossing before switch movements are made over this highway crossing.

**B 2.** All trains must approach and pass Lilbourn at Restricted Speed, expecting to find main track occupied by trains of New Madrid Subdivision.

**B 3.** At Wyatt, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**B 4.** Hand-operated derails located each side of locomotive heater connection on Main Track Wyatt.

These derails when not in use must be locked in off position in lieu of Rule 104 (8) Uniform Code of Operating Rules, and will only be locked in derauling position when protecting engine unattended.

## Instructions Pertaining to New Madrid Subdivision

**C 1.** At Lilbourn and New Madrid, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**SAFETY IS OF THE FIRST IMPORTANCE IN  
 THE DISCHARGE OF DUTY.  
 OBEDIENCE TO THE RULES IS ESSENTIAL  
 TO SAFETY.**

# TRUMANN SUBDIVISION

7

SOUTHWARD				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
THIRD CLASS				Siding	Other		293 Local	THIRD CLASS					
Mon., Wed., Fri.								294 Local					
STATIONS				Tues., Thurs., Sat.									
L 7.00 AM	Yd.	Yd.	57.92	DN.....	MALDEN.....	OYX	58	A 11.43 AM					
			57.27		MALDEN JCT.....								
7.45		66	65.41	St.L.S.F.-G.&A.	8.14	Crossing							
8.10		35	71.66	D.....	GIDEON.....		W65	11.08					
8.45		14	81.23	St.L.S.F.	PEACH ORCHARD.....		W72	10.53					
9.00	Yd.	Yd.	84.62	St.L.S.F.	BAKERSVILLE.....		W81	10.27					
9.28		22	93.38		DEERING JCT.....	Y		10.18					
9.45			99.04		RIVES.....		W93	9.48					
9.50	Yd.	Yd.	100.44	D.....	HORNERSVILLE.....	Y	P124	9.23					
			101.12		LEACHVILLE JCT.....								
			111.53		FRISCO JCT.....								
10.25	11	140	111.96	St.L.S.F.	LEACHVILLE.....	Crossing	W112	8.23					
10.53	12		121.54	D.....	HANCOCK.....		W122	7.56					
11.10	16	53	124.56	D.....	CARAWAY.....		W125	7.48					
11.34		12	134.11		LUNSFORD.....		W134	7.15					
A 11.49 AM	Yd.	Yd.	140.07	St.L.S.F.	TRUMANN.....	Crossing	W140	L 7.00 AM					
				D.....	END OF TRACK.....								
					(84.40)								
Mon., Wed., Fri.								Tues., Thurs., Sat.					
293								294					

Northward Trains are Superior to Southward Trains of the Same Class.

**Business Tracks not shown as Stations:**

Walters.....	MP - W-116.02	—	11 Cars
Vail.....	MP - W-119.33	—	11 Cars
Degelow.....	MP - W-127.17	—	11 Cars
Sandy.....	MP - W-131.50	—	6 Cars

## INSTRUCTIONS PERTAINING TO TRUMANN SUBDIVISION

**D 1.** At Trumann, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**D 2.** All trains must approach and pass Deering Jct., Hornersville Jct., and Leachville Jct., at Restricted Speed, expecting to find main track occupied by trains of other Subdivisions.

**D 3.** Trumann Subdivision trains arriving Malden must not proceed from the junction in Malden Yard where the Trumann Subdivision intersects Wyatt Subdivision until it is known that track is clear.

**D 4. Normal position of Switches:**

The switch at intersection between Trumann Subdivision and Wyatt Subdivision, Malden Yard, must be left lined for trains of Wyatt Subdivision.

The switch at north and south leg of Wye at Deering Jct. must be left lined for trains of Caruthersville Subdivision.

East Wye switch at Deering Jct. will be left lined for route last used.

The switches at intersections between Trumann Subdivision and Blytheville Subdivision at Hornersville Jct. and Leachville Jct. must be left lined for trains of Blytheville Subdivision.

**D 5.** Hand-operated derails located each side of the locomotive heater connection on North leg of Wye at Hornersville:

These derails when not in use must be locked in off position in lieu of Rule 104 (8) Uniform Code of Operating Rules and will only be locked in derailing position when protecting engine unattended.

**D 6.** Hand-operated derails located each side of the locomotive heater connection on House Track just West of Depot Trumann:

These derails when not in use must be locked in off position in lieu of Rule 104 (8) Uniform Code of Operating Rules and will only be locked in derailing position when protecting engine unattended.

**D 7.** SSW trains use the tracks of the Frisco Railroad Co. between the connection of SSW main track 1200 feet north of Frisco depot and extending south to the Frisco depot at Leachville. SSW trains and engines will move at Restricted Speed on tracks of the Frisco Railroad as prescribed by Rule 93.

## BLYTHEVILLE SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars		Distance from Bridge Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
		SECOND CLASS			Sidelings		Other			THIRD CLASS			
		389 Local								390 Local			
		Daily Except Sunday					STATIONS				Daily Except Sunday		
		L 7.00 AM	Yd.	Yd.	103.63	DN	PARAGOULD	OYX	104	A 9.25 AM			
			Yd.	Yd.	103.00		BLYTHEVILLE JCT.						
		f 7.15		11	108.92		BARD		P108	f 9.10			
		f 7.30		71	114.17	D	CARDWELL		P114	f 8.55			
		f 7.38	18	63	117.18	D	ARBYRD		P117	f 8.45			
		f 7.46		10	120.20	St.L.S.F.	HOLLYWOOD	Crossing	P120	f 8.37			
					123.76		LEACHVILLE JCT.						
		s 8.20 <sup>390</sup>	Yd.	Yd.	124.44	D	HORNERSVILLE	Y	P124	s 8.20 <sup>390</sup>			
		8.25			125.83		HORNERSVILLE JCT.			7.50			
		f 8.55		23	135.22		GOSNELL		P135	f 7.20			
			40	125	136.17		STRINGER		P136				
		A 9.15 AM	Yd.	Yd.	140.12	St.L.S.F.	BLYTHEVILLE	Crossing	P140	L 7.00 AM			
					140.93	D	END OF TRACK	X					
		Daily Except Sunday					(37.96)			Daily Except Sunday			
		389								390			

Northward Trains are Superior to Southward Trains of the Same Class.

## CARUTHERSVILLE SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars		Distance from Bridge Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
		THIRD CLASS			Sidelings		Other			THIRD CLASS			
		291 Local								292 Local			
		Daily Except Sunday					STATIONS				Daily Except Sunday		
					99.01		END OF TRACK						
		L 10.20 AM	Yd.	Yd.	98.04	St.L.S.F.	CARUTHERSVILLE	Crossing	R88	A 10.05 AM			
		f 10.50		12	88.64	St.L.S.F.	BRAGGADOCIO	Crossing	R89	f 9.25			
		f 11.05	Yd.18	20	85.61		DEERING		R86	f 9.10			
		A 11.15 AM	Yd.		84.62		DEERING JCT.	Y		L 9.00 AM			
		Daily Except Sunday					(14.89)			Daily Except Sunday			
		291								292			

Northward Trains are Superior to Southward Trains of the Same Class.

Business Tracks not shown as Stations:  
Tom Collins..... MP - R-97.12 — 2 Cars



## INSTRUCTIONS PERTAINING TO BLYTHEVILLE SUBDIVISION

9

**E 1.** All trains must approach Blytheville Jct. at Restricted Speed expecting to find main track occupied by trains of Illmo Subdivision.

**E 2. Capacity in cars of tall tracks to Wyes:**

Hornersville.....MP - P-124.45 — 8 Cars  
Chickasawba.....MP - P-139.10 — 9 Cars

**E 3.** At Blytheville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**E 4.** Hand-operated derails located each side of the locomotive heater connection on Main Track just West of Depot at Blytheville.

These derails when not in use must be locked in off position in lieu of Rule 104 (8) Uniform Code of Operating Rules and will only be locked in derailling position when protecting engine unattended.

## INSTRUCTIONS PERTAINING TO CARUTHERSVILLE SUBDIVISION

**F 1.** At Caruthersville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

At Deering Jct., schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance.

**F 2.** All trains must approach Deering Jct. at Restricted Speed, expecting to find main track occupied by trains of Trumann Subdivision.

**F 3.** Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61 over Railroad Crossing, MP R-92, Pole 26, all trains and

engines will approach this crossing with the Highway at MP R-92, Pole 26, Caruthersville Subdivision, at such speed that movement can be stopped before reaching the crossing if it is apparent that by not doing so, there is a likelihood of striking a highway vehicle.

**F 4. Normal position of Wye switches:**

North and South Wye switches at Deering Jct. must be left lined for trains of Caruthersville Subdivision.

East Wye switch at Deering Jct. will be left lined for route last used.

JONESBORO SUBDIVISION

SOUTHWARD			Capacity of Tracks in Cars		Distance from Birth Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD			
THIRD CLASS			Slidings	Other				THIRD CLASS			
61 Local	63 Local	51						50	62 Local	64 Local	
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				STATIONS			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
						MEMPHIS..... TWXO					
L 7.00 AM			Yd.	Yd.	124.83	DN..... JONESBORO..... TXO	125		A 1.30 PM		
					33	GIBSON.....	133				
					140	OTWELL.....	137				
					44	WEINER.....	140				
					140	WALDENBURG.....	150				
					41	FISHER.....	155				
					149	HICKORY RIDGE.....	162				
					16	TILTON.....	168				
					166	Mo.P. FAIR OAKS..... Crossing	173				
					166	HUNTER.....	187				
					30	FARGO.....	194				
					178	NORTH BRINKLEY.....					
			Yd.	Yd.		COTTON BELT JCT..... Crossing					
					199.89	C.R.I.&P. MEMPHIS JCT..... Crossing					
A 10.50 AM	L 5.45 AM		149		199.00	C.R.I.&P. DN..... BRINKLEY..... Crossing Y	199		L 9.10 AM	A 10.10 AM	
					123	CLARENDON.....	214				
					116	ROE.....	221				
					113	NORTH STUTTGART.....					
			Yd.	Yd.	233.31	R.I.S.&S. DN..... STUTTGART..... Crossing YXO	233				
					111	HUMPHREY.....	245				
					48	WABBASEKA.....	252				
					163	ALTHEIMER..... Y	256				
		L 8.39 PM			256.70	ENGLAND JCT.....			A 4.30 PM		
					45	ROB ROY.....	260				
	A 10.00 AM	A 9.10 PM	Yd.	Yd.	264.19	DN..... PINE BLUFF YARD..... XO	264		L 4.01 PM		L 6.00 AM
					266.72	DN..... PINE BLUFF SHOPS..... TXOY	267				
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				(141.89)		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
61	63	51						50	62	64	

Northward Trains are Superior to Southward Trains of the Same Class.

Business Tracks not shown as Stations:

Penrose.....	MP - 176.34	—	5 Cars
Hilleman.....	MP - 181.44	—	8 Cars
Bayless.....	MP - 203.73	—	4 Cars
Woods Spur.....	MP - 211.79	—	19 Cars
Riverside.....	MP - 261.81	—	21 Cars

**G 1. Movement by Block Signals:**

Movement by Block Signals does not affect the Initial and Terminal stations of schedules.

**G 2.** All trains and engines will be governed by signal indication and move at Restricted Speed without timetable or train order authority between MP 123, Pole 29 and MP 127, Pole 17.

**G 3. Jonesboro:** Yellow call-on signal is located at crossover to main track, just south of Culberhouse Street, governing movement of Southward trains from yard tracks north of Gee Street. When this signal is illuminated it will be authority to proceed on main track to next signal governing in same direction.

**G 4.** No train order signal maintained at Jonesboro, all departing trains will secure Clearance.

**G 5.** Trains will not require Clearance at Brinkley, in the absence of train order signal, or when train order signal displays Proceed indication, except trains originating at Brinkley will secure Clearance.

**G 6.** Southward trains must not obstruct Main Track South of North Switch of Siding Brinkley, unless train order signal displays "Proceed" or "Calling-on" indication. This will authorize movement on main track from North Switch of Siding Brinkley to Block Signal No. 1991 and be governed by indication of this signal.

**G 7.** Northward trains must not pass train order signal Brinkley unless such train order signal displays a "Proceed" or "Calling-on" indication. This will authorize movement on main track to Northward Absolute Signal at South end of North Brinkley Siding, MP 198, Pole 24, and be governed by indication of this signal.

**G 8.** Northward trains moving through Brinkley Siding, in addition to receiving "Proceed" or "Calling-on" indication of train order signal, must receive open the switch signal "S" to govern movement from Brinkley Siding to Main Track and will be authority to proceed on Main Track to next signal governing in same direction, except this will not apply to trains enroute Rock Island Railroad moving via Memphis Jct.

**G 9.** Signal indications at Brinkley do not govern movement over Rock Island Railroad Crossing and all trains must comply with requirements of Rule 98 of Uniform Code of Operating Rules and Rule 42-C of Special Instructions No. 1, before moving over railroad crossing.

In addition Northward trains will proceed over Rock Island Crossing only on hand signal given by a member of train crew on ground at the crossing.

**G 10.** All trains must approach and proceed at Restricted Speed between MP 198 and MP 199, and between Memphis Jct. and Cotton Belt Jct., Brinkley.

**G 11.** Derail and derail sign located 145 feet from headblock on engine storage track Brinkley. This derail when not in use must be locked in off position in lieu of Rule 104 (8) of Uniform Code of Operating Rules and will only be locked in derailing position when protecting engine unattended.

**G 12.** At England Jct., schedule will be assumed by crews assigned to or ordered for Train No. 51, which may leave without clearance.

**G 13.** All trains departing Pine Bluff Yard will secure Clearance (Form 3143) at Pine Bluff Shops.

**G 14.** Pine Bluff Shops is register station for trains originating and terminating at Pine Bluff Yard.

**G 15.** All trains and engines moving on main track will be governed by signal indication and move without timetable or train order authority between Southward Absolute Signal, MP 261, Pole 23, and Northward Absolute Signal at north switch South Pine Bluff Siding, MP 268, Pole 25.

**G 16.** When Northward trains are ready to leave Pine Bluff Yard a member of the crew will communicate with yardmaster by radio or speaker system for authority to depart. When authority is received to leave the yard this will authorize movement to Northward Absolute Signal, MP 263, Pole 6, or to Northward Absolute Signal, MP 261, Pole 25, and then be governed by indication.

Yardmaster will designate route to be used by departing train.

Departing trains must not foul lead or adjacent tracks until authorized by yardmaster to depart.

Normal position of switch, leading from No. 1 Track to No. 49 Lead, near Crossover No. 20, Pine Bluff Yard, will be for through movement from No. 1 Track to No. 49 Lead.

Normal position of Crossover No. 19 switches will be for movement from Main Track to No. 1 Track.

Normal position of switch, leading from No. 1 Track to No. 6 Track, will be for No. 6 Track. This switch will be left lined in this position when not in use.

Unless other conflicting movements prevent, Yardmaster should route trains to or from Tracks 1, 4, 5 or 6, via Main Track through Crossover No. 19. Movements to or from Tracks 47, 48 or 49, likewise should be via No. 49 Lead to No. 1 Track south of Crossover No. 20.

Normal position of switch leading from Main Track MP 263 pole 6 to No. 1 Track will be for No. 1 Track. These switches will be left lined in this position when not in use.

**G 17.** Yard engines switching or occupying Main Track between Northward Absolute Signal, MP 263, Pole 6 and Northward Absolute Signal, MP 261, Pole 25 must secure line up or authority from train dispatcher (Control Operator) and clear time of such line up or authority five (5) minutes before the time shown for the arrival of train.

**STUTTGART SUBDIVISION**

SOUTHWARD				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1980	Station Numbers	NORTHWARD				
SECOND CLASS				Slings	Other				THIRD CLASS				
			<b>463</b> Local								<b>464</b> Local		
			Daily Except Sunday						Daily Except Sunday				
							<b>STATIONS</b>						
		L	8.15 AM	Yd.	Yd.	233.31	DN.....STUTTGART.....YXO	233	A	1.40 PM			
			8.55	17		244.78	R.I.S.&S. 11.47			1.01			
			9.25	10		252.85	ALMYRA.....Crossing	M245		12.30			
			9.50	12	143	255.73	BURKS.....	M252		S 12.05 PM			
		A	10.45 AM		87	267.82	DEWITT.....	M256		L 11.05 AM			
			Daily Except Sunday				GILLETT.....	M268		Daily Except Sunday			
			<b>463</b>				(34.62)			<b>464</b>			

Northward Trains are Superior to Southward Trains of the Same Class.

**INSTRUCTIONS PERTAINING TO STUTTGART SUBDIVISION**

**I-1.** All trains must approach Stuttgart at Restricted Speed expecting to find main track occupied by trains of Jonesboro Subdivision.

**I-2.** At Gillett, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**I-3.** The Switch at tail of Wye at Stuttgart must be left lined for south leg of Wye.

**Business Tracks not shown as Stations:**

Ricusky.....	MP - M-235.34	— 12 Cars
Yoder.....	MP - M-238.68	— 17 Cars
Chaney.....	MP - M-253.56	— 8 Cars
Indiana.....	MP - M-259.33	— 15 Cars

# LITTLE ROCK SUBDIVISION

13

SOUTHWARD				Capacity of Tracks In Cars	Distance from Birce Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD					
SECOND CLASS						THIRD CLASS								
567 Local Daily Except Sunday						568 Local Daily Except Sunday								
				Sidings	Other	STATIONS								
			L 4.30 PM			256.70		ENGLAND JCT			A 8.34 PM			
			f 4.40	23	99	256.07	D	ALTHEIMER	Y	256	f 8.20			
			4.55	18	23	263.73		SHERRILL		N284	8.09			
			5.01	17		267.17		TUCKER		N287	8.03			
			f 5.25	25	Yd.	274.95	D	ENGLAND		N275	f 7.51			
			5.34			270.63		KEO		N280	7.43			
			5.52	11	28	287.75		SCOTT		N288	7.25			
						295.03		LYNCH		N295				
						295.95		ROSE CITY		N296				
			A 6.10 PM	Yd.	Yd.	297.76	DN	N. LITTLE ROCK Yd.	TXO	N298	L 7.01 PM			
						298.96	D	N. LITTLE ROCK		N299				
			Daily Except Sunday					(42.80)			Daily Except Sunday			
			567								568			

Northward Trains are Superior to Southward Trains of the Same Class.

## INSTRUCTIONS PERTAINING TO LITTLE ROCK SUBDIVISION

**H 1.** The switch of tail of Wye at Altheimer will be left lined for route last used.

**H 2.** At England Jct., schedule will be assumed by crew assigned to or ordered for trains, which may leave without Clearance.

**H 3.** At North Little Rock Yard, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

**H 4.** England Jct. is register station for trains Nos. 567 and 568 only.

**Business Tracks not shown as Stations:**

Arkalite.....	MP - N-277.29	— 14 Cars
Bull Neck.....	MP - N-286.18	— 3 Cars
Hardyboard.....	MP - N-292.21	— 10 Cars

PINE BLUFF SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD		
THIRD CLASS			Siding	Other	THIRD CLASS						
65 Local Daily Except Sunday	67 Local Tue., Thur., Sat.	69 Local Daily Except Sunday					66 Local Daily Except Sunday	68 Local Mon., Wed., Fri.	70 Local Daily Except Sunday		
						STATIONS					
L 6.00 AM					264.19	PINE BLUFF YARD.....XO	264	A 10.45 AM			
						2.53					
			Yd.		266.72	DN.....PINE BLUFF SHOPS.....TXO	267				
			212		269.31	2.59					
						Mo.P.....SOUTH PINE BLUFF.....Crossing					
						11.08					
			140		280.39	.....RONE.....	280				
			50E			9.41					
			118W	83	289.80	.....RISON.....	290				
						7.26					
			127	20	297.06	.....SALINE.....	297				
						2.73					
						.....KINGSLAND.....	300				
			37W			C.R.I.&P.....7.61.....Crossing	307				
			Yd.		307.40	.....FORDYCE.....					
			145E			5.57					
						.....THORNTON.....	313				
			163	17	312.97	8.22					
						.....BEARDEN.....	321				
			140	57	321.19	8.74					
						.....GRAVEL PIT.....Y	325				
			41	133	324.03	2.46					
						.....EAGLE MILLS.....	327				
			123	56	327.39	7.52					
						C.R.I.&P.....Crossing					
						.....KENT.....	335				
						1.78					
						.....NC JCT.....					
						0.95					
A 10.45 AM	L 7.00 AM	L 2.00 PM	Yd.		336.89	DN.....CAMDEN.....OX	338	L 6.00 AM	A 11.30 AM	A 6.15 PM	
						1.02					
						.....SC JCT.....					
						Mo.P.....1.75.....Crossing					
						.....HERBERT.....Y	340			L 6.00 PM	
						8.53					
			82	172	340.41	.....BUENA VISTA.....	349				
						8.99					
			141	29	348.94	.....STEPHENS.....	358				
						10.12					
			96	134	357.93	.....McNEIL.....Y	368				
						5.21					
			212	106	368.05	.....WALDO.....	373				
						3.57					
			41	33	373.26	.....LUMBER.....	377				
						4.56					
			108	4	376.83	.....BUCKNER.....	381				
						3.81					
						.....STAMPS.....	385				
						L.&A.....4.48.....Crossing					
			165	126	385.20	DN.....LEWISVILLE.....X	390				
						0.57					
			107		389.68	.....SHREVEPORT JCT.....Y					
						7.39					
						.....GARLAND CITY.....	398				
						5.75					
						.....McKINNEY.....	408				
						6.65					
						.....GENOA.....	410				
						6.92					
			98	8	409.99	.....GERTRUDE.....	416				
						1.24					
			Yd.	Yd.	419.15	DN.....TEXARKANA YD.....OYX	419	L 6.15 AM			
						(152.33)					
Daily Except Sunday	Tue., Thur., Sat.	Daily Except Sunday						Daily Except Sunday	Mon., Wed., Fri.	Daily Except Sunday	
65	67	69						66	68	70	

Northward Trains are Superior to Southward Trains of the Same Class.

Business Tracks not shown as Stations:

Faith.....	MP - 278.55	—	36 Cars
Kedron.....	MP - 283.21	—	40 Cars
Little Bay.....	MP - 315.56	—	24 Cars
Shumaker.....	MP - 328.93	—	10 Cars
Ogemaw.....	MP - 353.72	—	5 Cars
Berry Asphalt (Stephens).....	MP - 357.06	—	66 Cars
Apalco.....	MP - 382.84	—	67 Cars

**J 1. Movement by Block Signals:**

Movement by Block Signals does not affect the Initial and Terminal stations of schedules.

Southward trains entering St. L. S. W. tracks at Kent will be governed by signal indication. Train orders or clearance will not be required.

**J 2.** All trains and engines moving on main track will be governed by signal indication and move without timetable or train order authority between Southward Absolute Signal, MP 261, Pole 23, and Northward Absolute Signal at north switch South Pine Bluff Siding, MP 268, Pole 25.

**J 3.** All trains departing Pine Bluff Yard will secure Clearance (Form 3143) at Pine Bluff Shops.

Pine Bluff Shops is register station for trains originating and terminating at Pine Bluff yard.

**J 4.** When Southward Trains are ready to leave Pine Bluff Yard a member of the crew will communicate with yardmaster by radio or speaker system for authority to depart. When authority is received to leave the yard this will authorize movement to Southward Absolute Signal, MP 267, Pole 18, and then be governed by indication.

Yardmaster will designate route to be used by departing train.

Departing trains must not foul lead or adjacent tracks until authorized by yardmaster to depart.

Normal position of switch, leading from No. 1 Track to No. 49 Lead, near Crossover No. 20, Pine Bluff Yard, will be for through movement from No. 1 Track to No. 49 Lead.

Normal position of Crossover No. 19 switches will be for movement from Main Track to No. 1 Track.

Normal position of switch, leading from No. 1 Track to No. 6 Track, will be for No. 6 Track. This switch will be left lined in this position when not in use.

Unless other conflicting movements prevent, Yardmaster should route trains to or from Tracks 1, 4, 5 or 6, via Main Track through Crossover No. 19. Movements to or from Tracks 47, 48 or 49, likewise should be via No. 49 Lead to No. 1 Track south of Crossover No. 20.

Normal position of switch leading from Main Track MP 263 pole 6 to No. 1 Track will be for No. 1 Track. These switches will be left lined in this position when not in use.

**J 5.** Yard engines and trains to and from Arsenal, may make movement via Third Avenue after securing line up, but must clear main track promptly upon approach of a train from either direction.

**J 6.** When Absolute Signal protecting the Missouri Pacific and St. Louis Southwestern Railroad Crossing, MP 268.79 South Pine Bluff, indicates "Stop," Northward trains will stop clear of Sixth Avenue Crossing and short of MP 269 and comply with requirements of Uniform Code of Operating Rules 344 and 350.

**J 7.** Camden is register station for trains Nos. 65, 66, 67, 68, 69, 70 and R. I. trains, other trains will register by ticket.

**J 8.** All trains originating at Camden will secure Clearance.

**J 9.** Northward trains departing Lewisville from Shreveport Subdivision will be governed by signal indication. Train orders or Clearance will not be required.

**J 10.** All trains will register by ticket at Lewisville except trains arriving from Shreveport Subdivision will stop and register when Operator is not on duty.

**J 11.** All trains and engines will be governed by signal indication and move without timetable or train order authority between the North Switch Gertrude Siding MP 416, Pole 10½, and MP 419, Pole 31, and will move at Restricted Speed between Southward Signal No. 4171, MP 417, Pole 3, and Northward Absolute Signal, MP 419, Pole 31.

**J 12.** Yard engines switching or occupying main track north of Southward Signal No. 4171, MP 417, Pole 3, must secure line-up or authority from Train Dispatcher (Control Operator) and clear time of such line-up or authority five (5) minutes before the time shown for the arrival of train.

**J 13.** Southward trains except Advance MS, BSM, and Main Line MS, arriving Texarkana Yard will be moved through Gertrude Siding "A" and "B" lead to Track No. 22 unless otherwise instructed.

**J 14.** When Advance MS, BSM or Main Line MS is moved on main track to Texarkana Yard, train will move to Long one and to No. 1 Track. When moved through Gertrude Siding or on main track from North end Gertrude Siding to Crossover at MP 417, Pole 14, train will use "A" lead to No. 1 Track unless otherwise instructed.

**J 15.** Normal position of switch leading from "A" lead to "B" lead, located opposite MP 417, Pole 26, is for "B" lead. Switch target is Yellow when lined for "B" lead and must be left lined in that position.

**J 16.** When northward trains are ready to leave Texarkana Yard, a member of the crew will communicate with Train Dispatcher (Control Operator) for authority to depart and Yellow Revolving Beacon Ray Call-on Signal, located on east side of Gertrude Siding, MP 417, Pole 15, must be illuminated before departure. When Call-on signal is illuminated, this will be authority for movement on Main Track to Absolute Signal, MP 417, Pole 15, and then be governed by indication displayed by that signal.

**J 17.** Northward trains leaving Texarkana Yard must proceed on Main Track, unless directed by train order to proceed through Gertrude Siding. When authorized by train order to proceed through Gertrude Siding, train will not receive Yellow Revolving Beacon Ray Call-on Signal indication. Instead, member of crew will communicate with train dispatcher (Control Operator) when such train is ready to depart Texarkana Yard.

**J 18.** No train order signal maintained at Texarkana Yard. All departing trains will secure Clearance.

SHREVEPORT SUBDIVISION

SOUTHWARD							Capacity of Tracks in Cars	Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	
SECOND CLASS			FIRST CLASS			Sidings				Others
	255 Local Daily Except Sunday	217 Freight Daily	243 Blue Streak Daily	811 L.&A. No. 10 Passenger Daily	809 L.&A. No. 3 Passenger Daily		807 L.&A. No. 201 Passenger Daily			
	L 10.50 PM	L 7.15 PM	L 11.45 AM				-Yd.	Yd.	389.68	DN.....LEWISVILLE..... 0.57
	L 10.55 PM	L 7.20 PM	L 11.50 AM					22	390.26	.....SHREVEPORT JCT..... 12.28
	11.19							64	402.58	.....CANFIELD..... 6.00
	11.31	7.50 254	12.14 PM					4	408.53	D.....BRADLEY..... 10.31
	11.56							60	419.34	.....BOLINGER..... 2.84
	12.21 AM 218	8.10	12.32					18	422.18	D.....PLAIN DEALING..... 8.35
	12.37							38	430.53	.....HUGHES..... 1.24
	12.40	8.24	12.45					62	431.77	.....ALDEN BRIDGE..... 5.26
	12.50	8.32	12.53					5	437.03	D.....BENTON..... 0.80
	1.02	8.42	1.02						443.88	.....VANDEVILLE..... 4.75
	1.09	8.50	1.10						448.58	.....BOSSIER JCT..... 0.49
	1.12	8.53	1.13		L 6.45 AM	L 6.23 AM			449.07	.....L. & A. JCT..... 1.12
	1.16	8.57	1.17	L 4.14 PM	6.47	6.26	Yd.	Yd.	450.19	.....LOUISIANA JCT..... 0.48
	1.21	9.02	1.22	A 4.18 PM	A 6.48 AM	A 6.32 AM			450.67	.....RED JCT..... 0.40
	A 1.26 AM	A 9.05 PM	A 1.25 PM						451.07	.....SILVER LAKE JCT..... 0.55
	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily			451.66	DN.....SHREVEPORT YD..... (61.98)
	255	217	243	811	809	807				

Northward Trains are Superior to Southward Trains of the Same Class.

INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION

- K 1. All departing trains will secure Clearance (Form 3143) at Lewisville.
- K 2. All trains will register by ticket at Lewisville except will stop and register when Operator is not on duty.
- K 3. When fulfilling train orders at Shreveport Jct., southward trains must not pass crossover at south end of Lewisville Siding until train orders have been fulfilled, superseded or annulled.
- K 4. A CALLING-ON INDICATOR SIGNAL, shown under Uniform Code Rule 231, in service just south of north switch of Wye at Shreveport Jct., Shreveport Subdivision, and this signal will be used for the following purpose:
  - If Yellow Light is displayed in this indicator, trains will proceed, complying with Rule K 5.
  - If no light is displayed in CALLING-ON INDICATOR SIGNAL, trains must stop and communicate with Train Dispatcher for instructions before entering Lewisville Siding.
  - This CALLING-ON INDICATOR SIGNAL will be controlled by Train Dispatcher located at Pine Bluff.

- K 5. Shreveport Subdivision trains arriving Lewisville will proceed through siding, unless otherwise instructed.
- K 6. The switch at tail of Wye at Shreveport Jct., on Shreveport Subdivision must be left lined for north leg of Wye.
- K 7. Rules 21 and 61 of Current Special Instructions govern Louisiana Commission Flagging Rules in addition to Uniform Code Rule 99: and Ordinance No. 292 of the City of Bossier City, La.
- K 8. All trains (including first-class) and engines will proceed at Restricted Speed between L. & A. Jct. MP K-449.07 and Silver Lake Jct. MP K-451.07.
  - Inferior trains and engines will clear time of first-class trains as prescribed by the rules, but may proceed at Restricted Speed when a first-class train is 10 minutes overdue. Inferior trains and engines will give way promptly and clear main track immediately on approach of superior trains.
- K 9. L. & A. Jct.: When either Southward Absolute Signal displays Stop-indication, approaching train or engine must stop and wait 15 minutes, unless signal changes to Proceed indication; after waiting 15 minutes, should northward train or engine not be seen or heard approaching, train or yard man must examine spring switch and protect ahead to Southward Absolute Signal, north of Illinois Central Railroad crossing, after which train or engine will proceed as per signal indications.



# SHREVEPORT SUBDIVISION

Station Numbers	TIMETABLE No. 2 Effective January 1, 1960	NORTHWARD						
		FIRST CLASS			SECOND CLASS		THIRD CLASS	
		806	808	810	216	254	218	
		L.&A. No. 4 Passenger	L.&A. No. 292 Passenger	L.&A. No. 9 Passenger	Freight	Local	Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
390	DN.....LEWISVILLE.....X				A 11.45 <sup>AM</sup> 243	A 8.30 PM	A 1.10 AM	
	.....SHREVEPORT JCT.....Y				A 11.40 AM	A 8.25 PM	A 1.05 AM	
K 403	.....CANFIELD.....					8.05		
K 409	D.....BRADLEY.....				11.11	7.50 217	12.41	
K 419	.....BOLINGER.....					7.26		
K 422	D.....PLAIN DEALING.....				10.51	7.21	12.21 255	
K 430	.....HUGHES.....					6.56		
K 432	.....ALDEN BRIDGE.....				10.37	6.53	12.04 AM	
K 437	D.....BENTON.....				10.29	6.43	11.54	
K 444	.....VANCEVILLE.....				10.19	6.20	11.42	
K 448	.....BOSSIER JCT.....				10.12	6.11	11.33	
	.....L. & A. JCT.....	A 5.31 PM	A 11.20 PM		10.10	6.09	11.30	
K 450	IC L & A .....LOUISIANA JCT.....	5.26	11.16	A 12.35 PM	10.06	6.05	11.26	
	.....RED JCT.....							
	.....SILVER LAKE JCT.....	L 5.23 PM	L 11.14 PM	L 12.32 PM	10.03	6.03	11.24	
K 452	DN.....SHREVEPORT YD.....TOWX				L 10.00 AM	L 6.00 PM	L 11.20 PM	
	(61.98)	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
		806	808	810	216	254	218	

Northward Trains are Superior to Southward Trains of the Same Class.

## INSTRUCTIONS PERTAINING TO SHREVEPORT SUBDIVISION—Continued

Should such southward train or engine meet an opposing train or engine north of L. & A. Railroad crossing, and neither can clear main track by using a connection track, southward train or engine will back up to and beyond L. & A. Jct. to clear route for northward movement.

Should opposing trains meet south of L. & A. Railroad crossing, and neither train or engine can clear main track by using a connection track, northward train or engine will back up to and beyond Red Jct. to clear route for southward movement.

Trains and engines must not exceed 15 MPH through spring switch at L. & A. Jct.

**K 11. Louisiana Jct.:** Should Southward Absolute Signal on L. & A. main track display Stop-indication, Southward L. & A. train or engine must stop and wait 5 minutes, unless signal changes to Proceed indication; after waiting 5 minutes, should no train or engine be seen or heard approaching, train or yardman must examine spring switch and protect ahead to North end of Red River Bridge, after which train or engine may proceed through Louisiana Jct., not exceeding 15 MPH through spring switch.

**K 12. Red Jct.:** To prevent opposing trains and/or engines meeting between Red Jct. and L. & A. Jct., Northward trains and/or engines will wait ten minutes at Red Jct. when Block Signal displays Stop indication, before proceeding as prescribed by Uniform Code Rule 350.

Northward Absolute Signals are located at clearance point of, track No. 21, L. & A. inbound track, L. & A. outbound track, and St. L. S. W. main track, MP K-451.

Northward L. & A. trains and/or engines using L. & A. outbound track will actuate signal for movement approximately 200 feet south of signal.

Northward L. & A. trains and/or engines using L. & A. inbound track for movement onto StLSW main track will actuate signal by member of crew operating push button, located on West side of the Low Signal governing movement from this track.

Northward trains and/or engines using main track will be governed by Northward Absolute Signal, located at clearance point at Red Jct., MP K-451.

Northward Absolute Signal, located at clearance point North end No. 21 track, Shreveport Yard, will govern movement out of track No. 21, when switch is lined for movement onto main track.

**K 13.** No Train Order signal maintained at Shreveport Yd. All departing trains will secure Clearance (Form 3143).

**Business Tracks not shown as Stations:**

Arkana.....	MP - K-414.07	— 5 Cars
Barso.....	MP - K-433.78	— 73 Cars
Cart.....	MP - K-446.11	— 3 Cars

**TYLER SUBDIVISION**

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD	
THIRD CLASS		Sidelings	Others	THIRD CLASS						
27 Local Mon., Wed., Friday	153 Local Daily Except Monday			STATIONS		28 Local Tue., Thur., Saturday	154 Local Daily Except Sunday			
L 8.25 AM			Yd.	419.15	Auto. Block	DN. TEXARKANA YARD OYX	419	A 8.55 AM		
		80	2	423.25	Operation by Signal Indication, Opposing and Following Movement	K.C.S.T. & P. 4.10 Crossing				
			34	431.78		REDWATER Y	432			
		Government Track				DEFENSE	431			
				431.78	Operation by Signal Indication, Opposing and Following Movement	REDWATER Y	432			
		146	24	437.24		MAUD	437			
		149	28	432.03		DARDEN	462			
			40	461.51	Operation by Signal Indication, Opposing and Following Movement	NAPLES	463			
		132	24	465.85		OMAHA	466			
A 11.00 AM	L 1.30 AM		Yd.	479.58		MT. PLEASANT OYX	480	L 6.30 AM	A 8.15 AM	
				479.58	Operation by Signal Indication, Opposing and Following Movement	DALLAS JCT.				
				490.00		NORTH PITTSBURG	490			
			66	491.17		L. & A. Crossing	491			
			125	501.83	Operation by Signal Indication, Opposing and Following Movement	PITTSBURG	502			
			33	510.06		SMITH	510			
			125	512.85		GILMER	513			
			160	525.07	Operation by Signal Indication, Opposing and Following Movement	SUFFOLK	518			
				533.20		T. & P. Crossing	525			
			28	536.80		BIG SANDY	533			
			161	536.80	Operation by Signal Indication, Opposing and Following Movement	WINONA	537			
			Yd.	546.23		OWENTOWN	547			
	A 5.45 AM					TYLER YARD OTYX			L 4.00 AM	
Mon., Wed., Friday	Daily Except Monday					(127.08)		Tue., Thur., Saturday	Daily Except Sunday	
27	153							28	154	

Northward Trains are Superior to Southward Trains of the Same Class.

**LUFKIN SUBDIVISION**

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD	
THIRD CLASS		SECOND CLASS		Sidelings	Others				SECOND CLASS	
491 T. & N.O. 181 Daily Except Sunday	451 Local Daily Except Sunday	STATIONS				452 Local Daily Except Monday	492 T. & N.O. 192 Daily Except Sunday			
	L 11.00 AM		Yd.	545.23	Auto. Block	DN Mo. P. TYLER YARD OTYX	547	A 10.50 AM		
				548.69	Operation by Signal Indication, Opposing and Following Movement	LUFKIN JCT.		A 10.40 AM		
		47		552.63		E 553	ELKTON	10.32		
			20	563.21		E 563	BULLARD	10.05		
			50	572.89	Operation by Signal Indication, Opposing and Following Movement	POMONA	E 573	9.45		
			44	576.62		Mo. P. Crossing	E 577	9.35		
			61	578.07		D. JACKSONVILLE		9.00	A 2.00 PM	
	L 7.00 AM	1.17		584.74	Operation by Signal Indication, Opposing and Following Movement	JAX JCT.	E 585	8.45	1.30 451	
			26	589.86		DIALVILLE	E 590	8.30	1.11	
			23	592.12		McCROSSIN	E 592	8.22	L 1.01 PM	
			18	604.22	Operation by Signal Indication, Opposing and Following Movement	T. & N.O. Crossing	E 604	7.35		
			58	619.29		D. ALTO	E 619	6.45		
			20	634.20		WELLS	E 634	6.10		
			Yd.	636.10	Operation by Signal Indication, Opposing and Following Movement	DN T. & N.O. LUFKIN OX	E 636	L 6.00 AM		
Daily Except Sunday	Daily Except Sunday					(80.81)		Daily Except Monday	Daily Except Sunday	
491	451							452	492	

Northward Trains are Superior to Southward Trains of the Same Class, except No. 491 is Superior to No. 492.

**L 1.** All trains and engines will be governed by signal indication and move without timetable or train order authority between the north switch Gertrude Siding, MP 416, Pole 10½, and MP 419, Pole 31, and will move at Restricted Speed between Southward Signal No. 4171, MP 417, Pole 3, and Northward Absolute Signal, MP 419, Pole 31.

**L 2.** Normal position of switch leading from "A" lead to "B" lead, located opposite MP 417, Pole 26, is for "B" lead. Switch target is Yellow when lined for "B" lead and must be left lined in that position.

**L 3.** When Southward trains are ready to leave Texarkana Yard, a member of the crew will communicate with Train Dispatcher (Control Operator) for authority to depart and Yellow Beacon Ray Call-on signal, located on west side of main track, MP 419, Pole 0, must be illuminated, before departure. Such trains will then be governed by Interlocking Signals and Automatic Block Signals to Southward Absolute Signal, located MP 419, Pole 31.

**L 4.** When Northward Absolute Signal at MP 419, Pole 33, displays Yellow indication, trains or engines handling more than 40 cars will proceed at Low Speed and if Absolute Signal South of K. C. S. Crossing, (MP 419.19) displays Stop Indication, such trains or engines will stop south of Buchanan Avenue (MP 419, Pole 27) and sound horn or whistle signal for interlocking and then be governed by signal indication of Absolute Signal south of K. C. S. Crossing (MP 419.19).

**L 5.** All engines using T. & P. Ry. passenger main track and Texarkana Union Station Trust tracks must move at Restricted Speed, not exceeding 10 MPH; and, will be governed by Rules and Instructions of the T. & P. Ry., and bulletined instructions of the Union Station Trust Trainmaster.

**L 6.** No train order signal maintained at Texarkana Yard; all departing trains will secure Clearance (Form 3143).

**L 7.** Rules in the Uniform Code of Operating Rules, current Special Instructions and General Orders govern movements of trains and engines over tracks at Red River Ordinance Depot and Lone Star Defense Corporation between Redwater and Defense, unless in conflict with instructions or regulations issued by Government Authorities. Trains and engines will move at Restricted Speed not exceeding 20 MPH.

**L 8.** Crews using the South or North leg of Wye at Redwater will not exceed a speed of five (5) MPH.

**L 9.** Train order signal Mt. Pleasant applies only to trains on Tyler Subdivision. Trains originating at Mt. Pleasant must secure Clearance (Form 3143).

**L 10. Mt. Pleasant:** All trains and engines will be governed by signal indication and move at Restricted Speed, without timetable or train order authority between Southward Absolute Signal at North end Mt. Pleasant

siding, MP 478, Pole 10, and Northward Low Signal near clearance point at Dallas Junction, on Commerce Subdivision and Northward Absolute Signal, MP 479, Pole 23, on Tyler Subdivision.

Trains or engines switching or entering main track within this territory must secure line-ups frequently from the operator and clear main track and close all main track and crossover switches at least 5 minutes before through trains are due to arrive Mt. Pleasant, unless authorized by Train Dispatcher to continue to occupy main track.

**L 11.** No train order signal maintained at Tyler Yard; all departing trains will secure Clearance (Form 3143).

**L 12.** North and South lead switches at each end of Tyler Train Yard will be lined against main track. Switch target and switch light on both switches will indicate RED in this position.

**L 13. Tyler:** All trains and engines will be governed by signal indication and move at Restricted Speed without timetable or train order authority, between Southward Absolute Signal, MP 544, Pole 14, and Northward Absolute Signal MP 548, Pole 21.

**L 14.** Yard engines may use main track between North switch Tyler Yard and Absolute Signal MP 544, Pole 16, when making up or breaking up trains, when signal 5452, MP 545, Pole 6, indicates yellow. Before switching industry tracks between North Switch Tyler Yard and Absolute Signal MP 544, Pole 16, Yard engines must secure line-up from Train Dispatcher (Control Operator) and clear the time on such line-up 5 minutes before through trains are due to arrive.

**L 15.** Yard engines switching or entering main track between MP 546, Pole 27, Tyler and Southward Absolute Signal MP 548, Pole 20, Lufkin Junction, must secure line-up or authority from Train Dispatcher (Control Operator) and clear time of such line-up or authority 5 minutes before through trains are due to arrive.

**L 16.** When Northward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher (Control Operator) for authority to depart. When Yellow Revolving Beacon Ray Call-on Signal, located on West Side of main track North end Tyler Train Yard, MP 545, Pole 6, is illuminated, this will be authority for movement on Main Track to Block Signal No. 5452, MP 545, Pole 6, Tyler and then be governed by indication displayed by this Signal.

**Business Tracks not shown as Stations:**

Carbondale.....	MP - 443.08	—	20 Cars
Cookville.....	MP - 472.33	—	26 Cars
Andes.....	MP - 482.19	—	2 Cars
Harvard.....	MP - 486.68	—	4 Cars
Bette.....	MP - 504.51	—	12 Cars

INSTRUCTIONS PERTAINING TO LUFKIN SUBDIVISION

**M 1.** Time shown at Tyler Yard is for information only.

**M 2.** No train order signal maintained at Tyler Yard; all departing trains will secure Clearance (Form 3143).

**M 3.** All trains daily, except Sunday, arriving Jacksonville when Operator is on duty must secure Clearance (Form 3143) before departing.

**M 4.** Jax Jct. and Rusk are register stations for T. & N. O. R. R. trains only.

**Business Tracks not shown as Stations:**

Gresham.....	MP - E556.02	—	11 Cars
Flint.....	MP - E558.26	—	16 Cars
Mt. Selman.....	MP - E568.71	—	4 Cars
Brunswick.....	MP - E608.93	—	10 Cars
Forest.....	MP - E614.66	—	9 Cars

WACO SUBDIVISION

SOUTHWARD				Capacity of Tracks in Cars	Distance from Birds Point	STATIONS	Station Numbers	NORTHWARD				
THIRD CLASS		SECOND CLASS						SECOND CLASS	THIRD CLASS			
155 Local	151 Local	127 Freight	451 Local					452 Local	152 Local	128 Freight	156 Local	
Daily Except Sunday	Mon., Wed., Fri.	Saturday Only	Daily Except Sunday	Sidings	Other	Daily Except Monday	Tue., Thur., Sat.	Sunday Only	Daily Except Saturday			
	L 7.30 AM		L 11.00 AM		Yd.	546.23	DN. TYLER YARD.....OTYX	547	A 10.50 AM	A 11.59 AM		
			A 11.08 AM			548.50	Mo. P. 2.36 Crossing		L 10.40 AM			
				125	14	558.51	LUFKIN JCT.....	559				
					21	566.80	CHANDLER.....					
				125	6	575.18	BROWNSBORO.....	567				
				18	57	583.77	MURCHISON.....	575				
				51		584.53	T. & N.O. 8.59 Crossing	584				
				135		587.88	SOUTH ATHENS.....	585				
				21	22	593.66	DAUPHIN.....	588				
				38	110	598.71	MALAKOFF.....	594				
				120	37	607.15	TRINIDAD.....	599				
					6	613.04	KERENS.....	607				
				147	Yd.	620.03	POWELL.....	613				
L 12.01 AM	A 11.59 AM	L 6.00 PM			Yd.	621.28	HILL YARD.....	620				
12.20		6.20				628.71	B.R.I. & N.O. 1.25 Crossing	621		L 7.30 AM	A 1.35 PM	A 11.30 PM
12.35		6.32				634.91	DN. CORSIANA.....	629			1.17	11.10
12.55		6.50				642.19	CORBET.....	635			1.05	10.55
1.10		7.05				648.15	PURDON.....	642			12.45	10.40
1.30		7.25				656.27	DAWSON.....	648			12.32	10.19
2.10		8.05				673.75	HUBBARD.....	656			12.12 PM	9.53
A 2.15 AM		A 8.15 PM			Yd.	674.95	Mo. P. 17.48 Crossing	675				
Daily Except Sunday	Mon., Wed. Friday	Saturday Only	Daily Except Sunday				DN. EAST WACO.....OTX		Daily Except Monday	Tue., Thur., Sat.	Sunday Only	Daily Except Saturday
155	151	127	451				(128.72)		452	152	128	156

Northward Trains are Superior to Southward Trains of the Same Class.

INSTRUCTIONS PERTAINING TO WACO SUBDIVISION

N 1. North and South lead switches at each end of Tyler Train Yard will be lined against main track. Switch target and switch light on both switches will indicate RED in this position.

N 2. No train order signal maintained at Tyler Yard; all departing trains will secure Clearance (Form 3143).

N 3. Tyler: All trains and engines will be governed by signal indication and move at Restricted Speed without timetable or train order authority, between Southward Absolute Signal, MP 544, Pole 16, and Northward Absolute Signal MP 548, Pole 20.

N 4. When Southward trains are ready to leave Tyler Yard, a member of crew will communicate with Train Dispatcher (Control Operator) for authority to depart. When Yellow Revolving Beacon Ray Call-on Signal located East side of track MP 546, Pole 13, is illuminated, this will be authority for movement on main track to Southward Signal No. 5469 located 242 feet South of Bois d'Arc Street, then be governed by Automatic Block Signals to Southward Absolute Signal located MP 548, Pole 20, Lufkin Jet.

N 5. No train order signal maintained at SSW-BRI interlocking station, Corsicana, MP 620.95; all trains will register by ticket and secure Clearance (Form 3143) at this station before departing Corsicana.

N 6. North switch to Shed Track and North Switch to Transfer Track located immediately south of Highway 75 at Corsicana may be left lined in position last used.

N 7. Hill Yard: Southward Absolute Signal south switch Hill Yard MP 620, Pole 14, will be controlled by Operator at SSW-BRI interlocking station and will only protect movement from South Switch Hill Yard to Northward Signal MP 620, Pole 16.

When such signal displays Stop-indication Southward trains or engines will stop and call for signal by whistle Signal 14 (j). If signal does not change to Proceed in a reasonable time, a member of crew will communicate with Train Dispatcher (Control Operator).

Southward Low Signal located at clearance point of South switch Hill Yard will govern movement out of yard tracks Nos. 1 or 2. Signal will indicate yellow for movement from No. 1 track to main track and will indicate lunar for movement from No. 2 track to main track. Switches must be lined before signal will indicate proper aspect.

N 8. When northward trains are ready to depart from yard tracks Hill Yard member of the crew must communicate with Train Dispatcher (Control Operator) for authority to depart.

Business Tracks not shown as Stations:

Opelika.....MP - 570.69 — 23 Cars

# GATESVILLE SUBDIVISION

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
SECOND CLASS							THIRD CLASS			STATIONS		616	
615				Slidings	Other					Local			
Local										Daily Except Sunday		Daily Except Sunday	
		L 10.00 AM	Yd.	674.05	DN	EAST WACO	OTX	675	A 5.00 PM				
				676.15		PEACH STREET JCT.							
				676.49		M.K.T.	Crossing						
		f 10.15		676.76		BRAZOS JCT.	Crossing						
		f 10.35	40	684.88		T.&N.O.	Crossing	677	f 4.35				
		f 11.45	25	685.81		8TH STREET WACO			f 4.10				
		f 11.50		687.97		RITCHIE		685	f 4.00				
		s 12.25 PM		696.07		ATCO		686	f 3.35				
		f 12.40	Yd.	702.34		G.C.&S.F.	Crossing	688	s 3.20				
		f 1.00		711.60		D.	Crossing	696	f 2.50				
		f 1.08		714.17		McGREGOR	XY	703	f 2.80				
		f 1.10	2	715.63		OGLESBY		711	f 2.24				
						LEON JCT.		714	f 2.20				
						MOUND		715					
						NORTH FORT HOOD	Y						
						CANTONMENT							
		f 1.10		715.63		NORTH FORT HOOD	Y	715	f 2.20				
		A 1.30 PM	Yd.	722.83		D.	X	723	L 2.00 PM				
		Daily Except Sunday				GATESVILLE			Daily Except Sunday				
		615				(47.88)			616				

Northward Trains are Superior to Southward Trains of the Same Class.

## INSTRUCTIONS PERTAINING TO GATESVILLE SUBDIVISION

**P 1.** No train order signal maintained at East Waco; all departing trains will secure Clearance (Form 3143).

**P 2.** Southward trains and yard engines will not proceed south of Peach Street, East Waco, until signal governing movements displays proceed indication.

**P 3.** South lead switch in East Waco Yard will be lined against main track. Switch light and switch target will indicate RED in this position.

**P 4.** Scale track at Ateo serving Universal Atlas Cement Company is not equipped with dead rail and engines must not move over this scale.

**P 5.** Nos. 615 and 616 will operate into Cantonment when instructed.

**P 6.** Trains and engines moving over Government Tracks at Cantonment will proceed at Restricted Speed and be governed by rules and regulations of the Uniform Code of Operating Rules and current Special Instructions, unless in conflict with instructions or regulations issued by Government authority.

**P 7.** Crew arriving Gatesville on No. 615 will retain all train orders and assume schedule of No. 616 without Clearance (Form 3143) when train order signal displays proceed indication.

**P 8. Waco:** All trains and engines making through moves will use the passing track from Fourth Street to Crossover at Eighth Street, thence main track to South Switch near Twelfth Street. Switch targets and switch lights will indicate Green for this movement and switches will be lined for this route.

**Business Tracks not shown as Stations:**  
Jewell.....MP - 682.41 — 4 Cars

COMMERCE SUBDIVISION

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD			
THIRD CLASS	SECOND CLASS			Sidings	Others				SECOND CLASS		THIRD CLASS	
25 Local Daily Except Sunday	17 Freight Daily	343 Blue-Streak Daily						18 Freight Daily		318 Freight Daily	26 Local Daily Except Sunday	
L 6.00 AM	L 11.05 PM	L 4.03 PM		Yd.	479.53	Auto-Block	DN. MT. PLEASANT.....OYX	480	A 1.15 AM	A 3.05 AM	A 9.00 AM	
6.02	11.10	4.05			479.58		DALLAS JCT.....		1.10	3.00	8.58	
6.22	11.30	4.22	68	6	488.54		WINFIELD.....	C 489	12.53	2.40	8.40	
6.42	11.42	4.34		44	495.33	D.....	MT. VERNON.....	C 495	12.40	2.29	8.27	
7.05	12.05 AM	4.53		38	506.54		WEAVER.....	C 507	12.23	2.12	8.03	
7.15	12.17 18	4.59		76	510.37		WHITEOAK.....	C 510	12.17 17	2.05	7.56	
7.40 26	12.35	5.15		78	517.84	D.....	SULPHUR SPRINGS.....	C 518	12.01 AM	1.50	7.40 25	
8.06	12.53	5.35		74	527.91		RIDGEWAY.....	C 528	11.40	1.30	6.50	
A 8.30 AM	A 1.10 { 318 AM	A 5.55 PM		Yd.	536.99	DN.....	COMMERCE.....OX	C 537	L 11.20 PM	L 1.10 { 17 AM	L 6.30 AM	
Daily Except Sunday	Daily	Daily					(57.46)		Daily	Daily	Daily Except Sunday	
25	17	343							18	318	26	

Northward Trains are Superior to Southward Trains of the Same Class.

DALLAS SUBDIVISION

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960	Station Numbers	NORTHWARD			
THIRD CLASS	SECOND CLASS			Sidings	Others				SECOND CLASS		THIRD CLASS	
317 Freight Daily	343 Blue-Streak Daily	23 Local Daily Except Saturday	17 Freight Daily					18 Freight Daily		318 Freight Daily	24 Local Daily Except Sunday	344 Freight Daily
L 6.30 PM	L 6.00 PM	L 2.10 AM		Yd.	536.99	DN.....	COMMERCE.....OX	C 537	A 10.20 PM	A 10.45 PM	A 8.30 PM	
6.56 { 24 23	6.30 { 343 7.15 } 24	2.45		Yd.	551.32	DN.....	GREENVILLE.....X	C 551	9.54	10.15	8.00 { 23 343	
7.02	7.21	2.53		42	552.98	L. & A. Crossing	M.K.T.....FERGUS Crossing	C 553	9.48	10.05	6.14	
7.13	7.37	3.06		91	559.71		CLINTON.....	C 560	9.37	9.53	6.01	
7.21	7.48	3.17		23	564.87		JOSEPHINE.....	C 565	9.28	9.43	5.50	
7.28	7.56	3.25		64	568.97		NEVADA.....	C 569	9.21	9.36	5.41	
7.34	8.01	3.33		26	572.63		LAVON.....	C 573	9.15	9.30	5.36	
7.48	8.16	3.51		90	579.81	N.....	WYLLIE.....	C 580	9.02	9.15	5.21	
7.56	8.25	4.01		11	584.20		MURPHY.....	C 584	8.55	9.07	5.06	
8.06	8.35 { 18 8.57 } 318	4.12		76	589.53	DN.....	PLANO.....	C 580	8.46 23	8.57 23	4.55	
						T. & N. O. Track	SHERMAN.....					
	8.06	8.35 { 18 8.57 } 318	4.12	76	589.53	DN.....	PLANO.....	C 590	8.46 23	8.57 23	4.55	
	8.15	9.10	4.22	10	594.49	T. & N. O. Crossing	RENNER.....	C 595	8.37	8.48	4.40	
L 4.55 AM	8.30 { 18 318	A 9.20 PM	A 4.35 AM	66	598.34	N.....	ADDISON.....Y	C 598	L 8.30 { 343 PM	8.30 { 343	L 4.30 PM	
					610.86		ST. L. S. W. R. R. JCT. T. & P. Crossing			8.05	2.10	
A 6.00 AM	A 9.20 PM			Yd.	612.42	DN.....	DALLAS FET. YARDOYX G.C. & S.F. T. & N.O. Crossing	L 612	L 7.55 PM		L 2.00 AM	
Daily	Daily	Daily Except Saturday	Daily				(75.43)		Daily	Daily	Daily Except Sunday	
317	343	23	17						18	318	24	

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# FORT WORTH SUBDIVISION

SOUTHWARD				Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE No. 2 Effective January 1, 1960		Station Numbers	NORTHWARD			
SECOND CLASS							18 Freight			24 Local			
23 Local		17 Freight					Daily Except Saturday			Daily		Daily	
STATIONS													
		L 10.00 PM	L 4.45 AM	66	45	598.34	N.....ADDISON.....Y	C 598	A 8.20 PM		A 3.45 PM		
		f 10.35	4.55	26	58	609.20	D.....CARROLLTON.....	C 603	8.11		f 3.35		
		f 10.50	5.05	29		608.93	M.K.T. St.L.S.F.&T. Crossing				f 3.20		
		f 11.05	5.15	45	25	613.40	.....COPPELL.....	C 609	8.02		f 3.05		
		f 11.25			13	622.31	D.....GRAPEVINE.....	C 614	7.55		f 2.45		
					6	627.73	T.&P. .....SMITHFIELD.....	C 622					
		A 11.45 PM	A 6.00 AM			630.20	.....SWESTERN.....	C 628					
						632.15	DN.....HODGE.....OYX	C 630	L 7.25 PM		L 2.30 PM		
					Yd.	632.15	.....TOWER.....	C 633					
						634.84	F.W.&D.C.R.I.P. Ft.W.B.-G.C.&S.F. Crossings	C 635					
							.....5th STREET STATION..... (Fort Worth)						
		Daily Except Saturday	Daily				(38.50)		Daily		Daily Except Sunday		
		23	17						18		24		

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## INSTRUCTIONS PERTAINING TO COMMERCE, DALLAS AND FORT WORTH SUBDIVISIONS

**Q 1.** Switch at Dallas Jct. (MP 479.58), Mt. Pleasant, will be lined for the Tyler Subdivision. Switch light and switch target will indicate GREEN in this position.

**Q 2.** No train order signal maintained at Commerce. All departing trains will secure Clearance (Form 3143).

**Q 3.** South switch, Commerce Yard, may be left lined as last used.

**Q 4.** Switch at Ft. Worth Jct., Addison, will be lined for Dallas Subdivision. Switch light and switch target will indicate GREEN in this position.

**Q 5.** At Addison, the scheduled time of all trains applies at Ft. Worth Jct. switch. Trains holding restricting orders at Addison will not pass clearance of Ft. Worth Jct. switch until the orders held by such trains have been fulfilled, superseded or annulled.

**Q 6.** Crews arriving Addison on No. 17 from Dallas Subdivision will assume the schedule of No. 17 on Ft. Worth Subdivision.

Crews arriving Addison on No. 18 from Ft. Worth Subdivision will assume the schedule of No. 18 on the Dallas Subdivision.

Crews arriving Addison on No. 23 from Dallas Subdivision will assume the schedule of No. 23 on the Ft. Worth Subdivision.

Crews arriving Addison on No. 24 from the Ft. Worth Subdivision will assume the schedule of No. 24 on the Dallas Subdivision.

Crews arriving Addison on No. 344 will assume the schedule of No. 317 on Dallas Subdivision.

Crews on above schedules will retain all train orders and leave Addison without Clearance (Form 3143) when train order signal displays proceed indication. These schedules may be assumed in this manner only, or as authorized by train order.

Extra trains arriving Addison from Ft. Worth Subdivision may leave Addison on Dallas Subdivision and extra trains arriving Addison from Dallas Subdivision may leave Addison on Ft. Worth Subdivision without Clearance (Form 3143), provided their train orders so authorize and train order signal displays Proceed Indication. This will not relieve extra trains from checking train register at Addison when necessary, unless train order register check Form V is received.

**Q 7.** Through freight trains will fill out at Addison.

**Q 8.** No switch locks on switches between Tower and North Ft. Worth.

**Q 9.** Swestern, Hodge, North Ft. Worth and Ft. Worth comprise one yard.

**Q 10.** St. L. S. F. & T. R. R. main track switch north of freight depot at North Ft. Worth will be lined and locked for the St. L. S. F. & T. R. R. The switch target and switch light will indicate YELLOW in this position. Switch is equipped with toggle bar St. L. S. W. lock on one end and St. L. S. F. & T. R. R. lock on other end. Switch must be left lined and locked for St. L. S. F. & T. R. R. after using.

**Q 11.** Dallas Union Terminal Rule 45-B provides that when a stop is made within interlocking limits of the Union Terminal interlocking, Dallas, reverse movement must not be made without permission from the towerman.

**Q 12. Carrollton:** Southward Inoperative Approach Signal, located MP C-602, Pole 8, will indicate yellow only and will not indicate track occupancy.

Southward Absolute Signal, located MP C-603, Pole 10, will indicate Red or Green.

Northward Absolute Signal, located MP C-603, Pole 13, will indicate Red or Green.

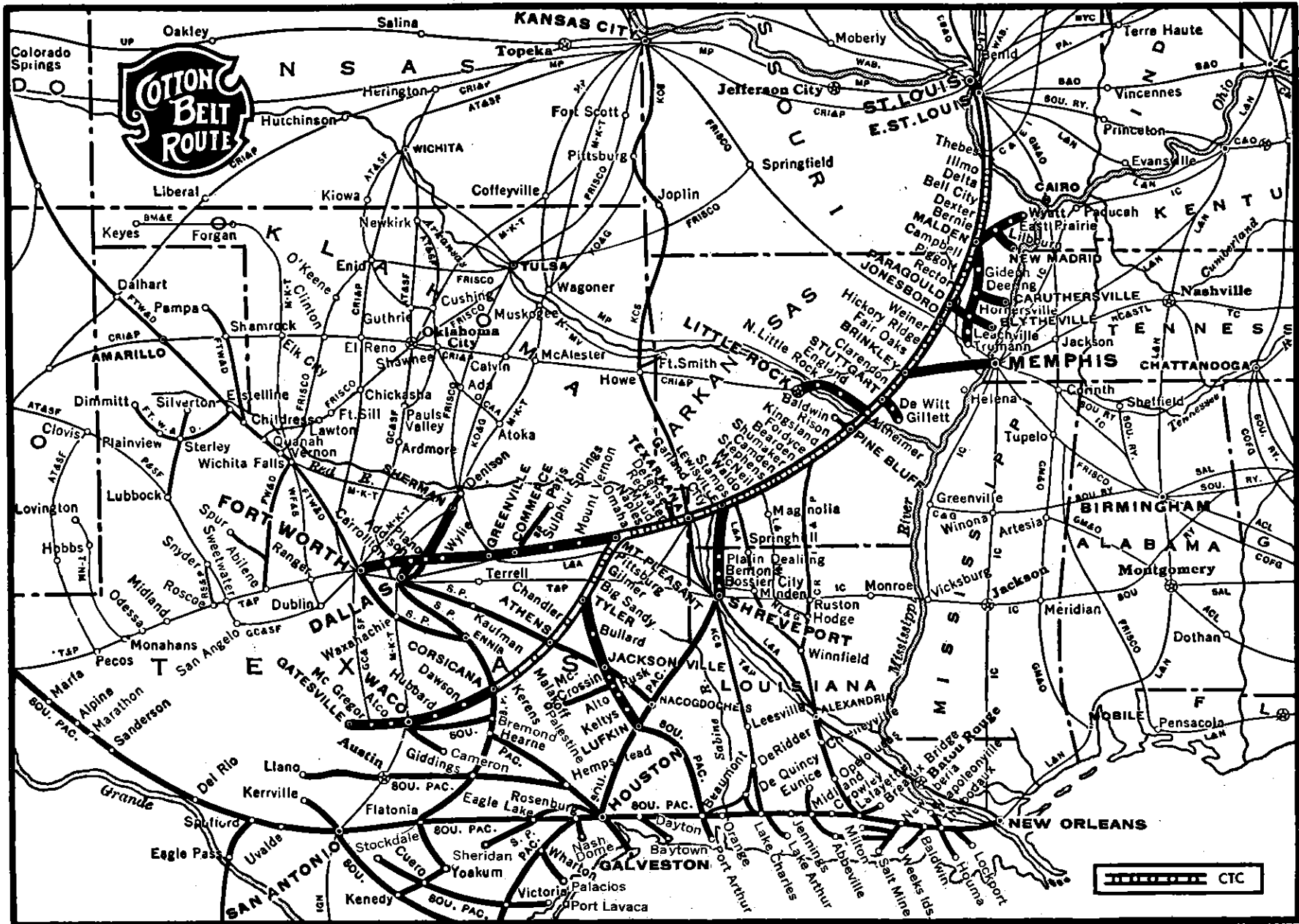
Northward Approach Signal No. 6036, located MP C-603, Pole 21, will indicate Green and Lunar. This Signal will not indicate track occupancy.

Northward Inoperative Approach Signal, located MP C-604, Pole 16, will indicate yellow only and will not indicate track occupancy.

Should Absolute Signal display Red aspect for movement over MKT-StLSF Crossing, a member of crew should proceed to crossing and manipulate push button located in metal box labeled "StLSW" on the front of concrete instrument house (Rule 344). Instructions for manipulation of push button and light will be posted inside of metal box.

**Business Tracks not shown as Stations:**

Starlone.....	MP - L600.20	—	7 Cars
Inwood.....	MP - L600.47	—	6 Cars
Meaders.....	MP - L603.54	—	12 Cars
Highway.....	MP - L605.10	—	18 Cars
Exall.....	MP - L606.54	—	13 Cars
May.....	MP - C623.40	—	4 Cars



100 Miles CTC