

LOCATION OF HOSPITALS,
EMERGENCY STATIONS, DOCTORS,
DIVISION AND LOCAL SURGEONS

—Continued

DOCTORS

- | | | |
|--|--|--|
| Lake Village, Ark.
J. H. Burge
A. G. Talbott | Natchez, Miss.
H. A. Whittington
G. M. Little
W. K. Stowers | Red Bud, Ill.
L. T. Mattingly
R. Kuhlman |
| Little Rock, Ark.
P. O. Thomas
S. C. Fulmer
L. G. Holt | New Augusta, Ark.
★F. C. Maguire | Salem, Ill.
H. E. Schoonover |
| Malvern, Ark.
★C. F. Peters, Jr. | Newport, Ark.
M. H. Harris
J. D. Ashley | Ste. Genevieve, Mo.
G. H. Degenova
R. C. Lanning |
| Marianna, Ark.
★M. McLendon | New Orleans, La.
J. M. Lyons
M. D. Paine | St. Joseph, La.
★J. K. Brumfield |
| Marion, Ill.
★J. W. Johnson | Norman, Ark.
★J. B. Steuart | Sheridan, Ark.
★J. M. Irwin |
| Marion, La.
★C. A. Dugas | Oak Grove
★E. D. Butler | Sikeston, Mo.
★H. B. Throgmorton |
| McCrory, Ark.
★J. W. Morris | Paragould, Ark.
A. H. Maddox
R. N. Moore
E. D. McKelvey | Smackover, Ark.
★W. L. Newton
★G. W. Warren |
| McGehee, Ark.
S. B. Moss
L. R. Turney | Piedmont, Mo.
★H. H. Cline
★C. H. Jones | Sparta, Ill.
W. W. Fullerton
C. O. Boynton
L. C. Fiene |
| Memphis, Tenn.
J. O. Gordon
★H. S. Rhea
C. D. Blasingame
W. W. Wilder | Pine Bluff, Ark.
B. D. Luck
H. S. Stern
H. J. Morris | Steelville, Ill.
★G. C. Mayfield |
| Mer Rouge, La.
E. M. Clark
J. B. Williams
★G. D. Williams | Pinckneyville, Ill.
J. A. Mathis
J. S. Templeton
C. E. Cawvey | Tallulah, La.
H. S. Provine
★E. O. Edgerton |
| Monroe, La.
S. I. Courtman
B. B. Cobb
G. W. Wright, Jr. | Pocohontas, Ark.
★J. J. Wyllie | Texarkana, Ark.
H. E. Murry
R. R. Brunazzi
W. D. Smith |
| Monticello, Ark.
★J. B. Holder, Jr. | Poplar Bluff, Mo.
J. W. McPheeters, Sr.
J. W. McPheeters, Jr.
H. M. Henrickson
H. O. Henrickson
W. E. Henrickson
A. L. May, Jr.
B. M. McLain | Urania, La.
★F. A. Thomas
T. L. Tannehill |
| Mt. Vernon, Ill.
★C. O. Hamilton
★H. G. Thompson | Potosi, Mo.
J. L. Thurmon
★G. F. Cresswell | Valmeyer, Ill.
★H. A. Reichel |
| Murphysboro, Ill.
W. J. Boropmiller
J. A. Weatherly
A. R. Esposito | Prescott, Ark.
C. A. Hesterly
J. B. Hesterly
★G. G. Hairston | Walnut Ridge, Ark.
R. F. Joseph |
| Nashville, Ark.
★W. H. Toland
E. V. Dildey | Rayville, La.
★T. M. Sayre | Waterproof, La.
★K. K. Killen |
| Nashville, Ill.
★C. W. Longwell | | Wilmot, Ark.
★M. C. Crandall |
| | | Winnsboro, La.
★H. T. Rogers
★S. Carriere, Jr.
★R. E. King |
| | | Wynne, Ark.
T. G. Price
R. A. Hays |

★Medical Examiners for Examination of Applicants not required to take Color Perception Test.

Southern District

SAFETY FIRST



MISSOURI PACIFIC
RAILROAD COMPANY

SOUTHERN DISTRICT

MISSOURI, ARKANSAS AND
LOUISIANA DIVISIONS AND
MISSOURI-ILLINOIS R. R.

TIMETABLE

No. 1

Effective 12:01 a. m. Tuesday, May 1, 1962

CENTRAL STANDARD TIME

FOR THE GOVERNMENT OF
EMPLOYES CONCERNED

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

J. H. LLOYD, Vice President-Operation.

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

J. A. AUSTIN, General Superintendent-Transportation.

J. M. TOLER, Asst. General Supt.-Transportation.

R. JOHNSON, General Manager.

D. J. SMITH, Assistant General Manager.

DIVISION OFFICERS

MISSOURI DIVISION & MO-ILL RAILROAD

F. E. FLETCHER..... Superintendent..... Poplar Bluff, Mo.
 R. L. CALDWELL..... Trainmaster..... Poplar Bluff, Mo.
 L. J. BRUPBACHER..... Trainmaster..... Chester, Ill.
 J. E. McVEY..... Division
 Trainmaster..... Poplar Bluff, Mo.
 C. R. DODSON..... Division
 Trainmaster..... Chester, Ill.
 R. F. HANFELD..... Master Trains
 & Track..... Ste. Genevieve, Mo.
 C. T. SAMS..... Road Foreman of
 Engines..... Poplar Bluff, Mo.
 F. E. CHALFANT..... Road Foreman of
 Engines..... Chester, Ill.

ARKANSAS DIVISION

J. W. TREADWELL..... Superintendent..... Little Rock, Ark.
 R. HICKMAN..... Asst. Supt..... No. Little Rock, Ark.
 J. E. BERNHARDT..... Asst. Supt..... Memphis, Tenn.
 T. E. BOLSON..... Trainmaster..... Little Rock, Ark.
 J. B. HOBBS..... Trainmaster..... Little Rock, Ark.
 J. B. McCORMACK..... Trainmaster..... No. Little Rock, Ark.
 S. R. WALL..... Trainmaster..... Texarkana, Ark.
 H. E. McMILLAN..... Asst. Trainmaster..... Memphis, Tenn.
 J. E. PEARSON..... Asst.
 Trainmaster..... No. Little Rock, Ark.
 G. W. TURNER..... Asst. Trainmaster..... El Dorado, Ark.
 J. F. SERRETT..... Division
 Trainmaster..... Little Rock, Ark.
 Road Foreman of
 Engines..... Little Rock, Ark.
 J. M. SPURR..... Road Foreman of
 Engines..... Little Rock, Ark.

LOUISIANA DIVISION

J. C. LOVE..... Superintendent..... Monroe, La.
 R. L. CUSTER..... Trainmaster..... Wynne, Ark.
 E. J. ROTHERMEL..... Trainmaster..... Ferriday, La.
 R. G. SWINDLER..... Trainmaster..... McGehee, Ark.
 J. D. WALLACE..... Trainmaster..... Monroe, La.
 C. A. PETERS..... Asst. Trainmaster..... Pine Bluff, Ark.
 P. O. BEDGOOD..... Division Trainmaster..... Monroe, La.
 A. J. SPEER..... Road Foreman of
 Engines..... Monroe, La.

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
 Ⓑ—Radio Base Station.
 D—Diesel Fuel Oil.
 Ⓒ—Gate — Normal position against conflicting route.
 G—Gate — Normal position against Mo. Pac.
 Ⓜ—Manual Interlocking.
 Ⓢ—Stop Sign.
 T—Turntable or Wye.
 W—Water.
 ⓧ—Railroad Crossing at Grade.
 Ⓨ—Yard Limits.
 *—Mail Crane.
 ‡—Track Scale.
 n—Northward.
 s—Southward.

Register stations shown in full face type.

EXPLANATION OF STOPS

- s—Regular stop.
 f—Flag stop for psgrs., mail, baggage & express.
 g—Stop on signal to discharge revenue psgrs. from Monroe and beyond and receive revenue psgrs. for Pine Bluff and beyond.
 a—Stop on signal to receive or discharge revenue psgrs.
 d—Stop on signal to receive or discharge revenue passengers, mail and express.
 k—Stop on signal to discharge revenue psgrs. from Pine Bluff and beyond and receive revenue psgrs. for Monroe and beyond.
 m—Stop daily except Sunday and Holidays, to discharge or receive first class mail or express.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
49	1	14
50	1	12
55	1	5
59	1	2
60	1	0
65	0	55

ARBITRARY HOLDS—PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Memphis.....	Ark..... 37	L. & N..... 103	9:00 p. m.	30 Min.	For revenue passengers.
Little Rock.....	Ark..... 1	Ark..... 37	1:25 a. m.	1 Hr.	For connection.
" ".....	"..... 37	"..... 7	12:20 p. m.	1 Hr.	" "
" ".....	"..... 38	"..... 8	4:50 p. m.	1 Hr.	For revenue passengers.
" ".....	"..... 8	"..... 38	4:45 p. m.	1 Hr.	For Hot Springs-Chicago Sleeper.
" ".....	"..... 6	La..... 32	12:50 a. m.	1 Hr.	For connection.
" ".....	"..... 31	"..... 1	2:20 a. m.	1 Hr.	For revenue passengers destined McGehee and beyond.
Texarkana.....	Ark..... 2, 4	Tex..... 2, 4		Indefinitely	For connection.
" ".....	"..... 6	KCS..... 16	8:15 p. m.	30 Min.	For revenue passengers.
" ".....	"..... 8	Tex..... 8	1:05 p. m.	30 Min.	For connection.
" ".....	Tex..... 1 & 3	Ark..... 1 & 3		Indefinitely	" "
" ".....	"..... 7	"..... 7		"	" "
Alexandria.....	La..... 32	DeQuincy..... 32	4:50 p. m.	1 Hr.	" "
" ".....	DeQuincy..... 31	La..... 31	Indefinitely		" "

Southern District

CONDENSED FREIGHT TRAIN SCHEDULE — SOUTHBOUND (INFORMATION ONLY)

STATION	65	83	81	61	67	63	87	203-202	265	261
DUPO.....	3 30AM	5 00AM	5 00PM	9 30PM	9 45PM	10 00PM				
POPULAR BLUFF.....	9 30-10 00AM		10 15-10 25PM	1 50-2 05AM	2 05-2 20AM	2 20-2 30AM				
NORTH LITTLE ROCK.....	3 00- 6 30PM		2 45- 6 00AM	5 50-6 05AM	6 50-8 30AM	7 20-8 45AM	8 00PM		2 30PM	3 00AM
TEXARKANA.....	11 00PM			9 15AM	1 30PM	1 45PM			↑	
McGEHEE.....		9 00-10 30PM	9 20- 9 30AM				1 00-5 30AM			
MEMPHIS.....								9 00PM	9 30AM	9 15PM
NEWPORT.....								1 20AM		
ALEXANDRIA.....		8 45AM	7 30PM				5 00PM			

NORTHBOUND

STATION	60	62	64	80	82	86	201-204	266	260
ALEXANDRIA.....				9 20AM	5 00PM	9 00AM			
NEWPORT.....							12 30AM		
MEMPHIS.....							5 30AM	6 00AM	6 30PM
McGEHEE.....				2 30-3 00PM	2 00-3 00AM	4 30-5 15PM		↑	↑
TEXARKANA.....	4 00AM		2 00PM						
NORTH LITTLE ROCK.....	8 00-9 00AM	2 30PM	6 00- 8 30PM	6 00-8 30PM		11 40PM		12 15AM	1 00PM
POPULAR BLUFF.....	1 30-1 40PM	9 30-10 00PM		12 45-1 00AM					
DUPO.....	7 00PM	5 00AM	6 30AM	11 30AM	3 00AM				

4 DE SOTO SUBDIV.—MISSOURI DIVISION

TRAINS SOUTHWARD				Mile Post Locations	TIMETABLE No. 1 MAY 1, 1962
FIRST CLASS					
5 Mail- Express Daily	1 Passenger Daily	3 Passenger Daily	7 Passenger Daily		
10 50PM	5 59PM	1 31PM	1 14AM	9.54	JEFFERSON BARRACKS..
				2.91	CLIFF CAVE
				6.30	WICKES
		a 1 45		4.20	SULPHUR SPRINGS..
				3.55	RIVERSIDE..... T
			f 1 35	0.89	PEVELY
				2.11	HORINE
			a 1 44	6.13	HEMATITE
s 11 25PM	a 6 40	a 2 09	s 1 55	6.60	DE SOTO
				4.90	VINELAND
			a 2 09	3.90	BLACKWELL
			n 2 17	5.89	CADET
		a 2 31	a 2 23	3.87	MINERAL POINT...
		a 2 40		8.66	xd-IRONDALE
s 12 07AM	a 7 22	s 2 50	s 2 45	5.82	BISMARCK... @DWT
				5.38	IRON MOUNTAIN...
			a 2 55	2.40	MIDDLEBROOK
	a 7 38	s 3 07	s 3 03	5.52	ARCADIA-IRONTON... *
				3.15	TIP TOP
			a 3 21	5.97	GLOVER
				1.62	CHLORIDE
			s 3 34	7.87	ANNAPOLIS..... *
			s 3 39	3.84	NORTH DES ARC... *
				5.91	GADS HILL
f 1 09	a 8 25	a 3 53	s 4 02	6.71	PIEDMONT..... *
			a 4 12	7.78	MILL SPRING
			a 4 24	10.87	WILLIAMSVILLE... *
			a 4 35	7.09	HENDRICKSON... *
				2.86	WILBY
				9.20	@S. L.-S. F. @
s 2 10AM	s 9 10PM	s 4 50PM	s 5 25AM	0.57	POPLAR BLUFF @DWT §
				162.33	

ABS — Between Jefferson Barracks and Poplar Bluff — Rule 99 (J) effective.

Between Cliff Cave and Poplar Bluff, signal indication, both opposing and following movements.

Two main tracks between @SLSF and Poplar Bluff.

Between Jefferson Barracks and Cliff Cave, two main tracks, signal indication with current of traffic.

Movement against current of traffic may be authorized without train order Form D-R by the Dispatcher after he has received authority of the Yardmaster of St. Louis Terminal and after track has been cleared of all opposing trains and after proper protection has been afforded for movement. Trains and engines moving against the current of traffic must move at restricted speed but not to exceed 15 MPH.

Clearance is required by trains before leaving Poplar Bluff.

Mail cranes between stations: at Leeper, MP 133-16.

Southern District

DE SOTO SUBDIV.—MISSOURI DIVISION 5

TRAINS NORTHWARD				Mile Post Locations	TIMETABLE No. 1 MAY 1, 1962
FIRST CLASS					
6 Passenger Daily	2 Passenger Daily	4 Passenger Daily	8 Passenger Daily		
7 10AM	7 50AM	3 57PM	10 16PM	9.54	JEFFERSON BARRACKS...
7 07	7 47	3 54	10 13	2.91	CLIFF CAVE
				6.30	WICKES
		f 3 34		4.20	SULPHUR SPRINGS..
				3.55	RIVERSIDE..... 90
				0.89	PEVELY
			f 3 29	2.11	HORINE
				6.13	HEMATITE
s 6 15		s 3 09		6.60	DE SOTO
				4.90	VINELAND
				3.90	BLACKWELL
		f 2 57		5.89	CADET
		f 2 49		3.87	MINERAL POINT...
		f 2 43		8.66	xd-IRONDALE
		f 2 32		5.82	BISMARCK... 80
s 5 37		s 2 23	s 8 49	5.38	IRON MOUNTAIN...
				2.40	MIDDLEBROOK
		f 2 10		5.52	ARCADIA-IRONTON... *
s 5 15		s 2 00	s 8 27	3.15	TIP TOP
				5.97	GLOVER
		f 1 46		1.62	CHLORIDE
				7.87	ANNAPOLIS..... 80
		s 1 34		3.84	NORTH DES ARC... 80
		s 1 28		5.91	GADS HILL
				6.71	PIEDMONT..... 80
s 4 23		s 1 09	s 7 42	7.78	MILL SPRING
		f 12 57		10.87	WILLIAMSVILLE... 80
		s 12 44		7.09	HENDRICKSON... 80
		m 12 35		2.86	WILBY
				9.20	@S. L.-S. F. 80
Yd. 3 35AM	4 50AM	12 20PM	6 55PM	0.57	POPLAR BLUFF... @DWT §
				162.33	

Southern District

6 CHESTER SUBDIV.—MISSOURI DIVISION

TRAINS SOUTH- WARD ↓	Miles Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	↑ TRAINS NORTH- WARD
STATIONS				
	0.00	VALLEY JCT.....		
	0.20	ST. L. S. W. Connection.....		
	4.31	NO. DUPO @ T.R.R.A. ①②		
	6.08	DUPO @DTW \$	Yd.	
	7.18	SOUTH DUPO.....		
	9.41	@G. M. & O. ③④		
	22.53	VALMEYER.....	112	
	39.76	DANLEY.....		
	41.73	PRAIRIE DuROCHER.....		
	47.71	FI CROSSOVER.....		
	49.17	FLINTON-@Mo.-Ill. ⑤	184 π125 \$125	
	54.46	REILY LAKE.....		
	61.56	CHESTER..... @WT	π125 \$150	
	65.75	FORD.....	π141 \$126	
	71.69	CORA.....	π135 \$143	
	76.39	RADDLE JCT.....	145	
	81.41	JA.....		
	84.21	GORHAM..... WT	Yd.	
	84.79	@L. C. ⑥		
	84.83	GO.....		
	90.59	AA JCT.....		
	95.07	BB JCT.....		
	108.06	HH.....		
	115.58	JJ.....		
	117.53	GALE.....	Yd.	
	119.33	NORTH JCT.....		

ABS — Between Valley Jct. and North Jct. — Rule 99 (J) effective.

Signal indication, both opposing and following movements between Valley Jct. and North Dupo and between FI Crossover and North Jct.

Signal indication, with Current of Traffic between North Dupo and GM&O Crossing. Movements against the Current of Traffic may be made at not to exceed 25 MPH after receiving permission from the Yardmaster, who must clear the track to be used of opposing trains and provide necessary protection for the movement.

Between GM&O Crossing and FI Crossover signal indication with Current of Traffic. Signaled only for movement with Current of Traffic.

Two main tracks: Between Valley Jct. and Flinton, Raddle Jct. and AA Jct., BB Jct. and North Jct.

Southward MP trains must receive clearance at South Dupo.

Color light train order signal at South Dupo applies to St.L.S.W. trains only.

Northward trains leaving Paragould over St.L.S.W. R. R. must receive clearance from Dispatcher at Chester before leaving Paragould.

Yard Limits — MP 4-6 to MP 9-32.

POPLAR BLUFF SUBDIV.—MISSOURI DIVISION 7

TRAINS SOUTH- WARD SECOND CLASS	Miles Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH- WARD SECOND CLASS
701 Local Freight Daily Ex. Sun.		STATIONS		700 Local Freight Daily Ex. Sun.
9 45AM	224.79	CHARLESTON..... ⑦T	Yd.	8 30AM
	224.76	@Charleston Subdiv..... ⑧		
9 59	219.56	BERTRAND.....	12	8 10
	214.50	MINER..... ⑨		
10 30	211.47	SIXESTON..... ⑩	28	7 35
	211.07	@S. L.-S. F. ⑪		
	205.54	@S. L.-S. F. ⑫		
10 45	205.48	MOREHOUSE.....	14	7 06
11 10	195.67	ESSEX..... ⑬	26	6 45
	191.27	@ST. L. S. W. -1.16 to Dexter		
	192.54	MO JCT. -2.43 to Dexter		
11 25AM	191.32	DEXTER JCT..... ⑭		5 35
	190.11	DEXTER.....	132	
	182.89	DUDLEY.....		
	178.73	IVES.....	128	
	176.12	FISK.....		
1 10PM	165.53	POPLAR BLUFF... @DW⑮T\$	Yd.	4 01AM

ABS — Between Poplar Bluff and Dexter Jct. — Rule 99 (J) effective.

Signal indication, both opposing and following movements between Poplar Bluff and Dexter Jct.

Signal indication, between MO Jct. and Dexter for Southward movement only.

Northward movements may be authorized by the Dispatcher verbally but must not be made until flag protection has been provided by member of the crew and such movement must be made at restricted speed.

Clearance must be obtained by trains before leaving Poplar Bluff.

No. 701 and extra trains holding orders authorizing their movement beyond Charleston will not require clearance at Charleston when no operator on duty.

Yard Limits—MP 165-22 to MP 166-4; MP 191-10 to MP 192-10; MP 195-10 to MP 197-0; MP 209-10 to MP 215-0; MP 224-3 to end of track.

TRAINS SOUTHWARD					Mile Post Location	TIMETABLE No. 1 MAY 1, 1962 STATIONS
FIRST CLASS						
37	1	3	7	5		
Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily	Mail- Express Daily		
	PM	PM	AM	AM		
	9 20	5 00	5 35	2 25	165.53 Poplar Bluff..... @DTW§	
					4.47 PHD JCT.....	
			a 5 52		10.48 Neelyville, Mo..... T*	
			s 6 04		11.77 CORNING, ARK..... *	
		a 5 36	s 6 12		6.30 KNOBEL..... *	
					4.35 PEACH ORCHARD..... *	
			a 6 17		4.79 DELAPLAINE..... *	
			a 6 21		6.74 O'KEAN..... *	
			a 6 29		9.20 AA JCT.....	
					1.27 WALNUT RIDGE.....	
	a 10 10	s 6 05	s 7 00	s 3 40	1.44 HOXIE @S.L.-S.F. @*	
					2.24 BXB JCT.....	
					10.36 ALICIA.....	
			s 7 29		12.94 TUCKERMAN.....	
					6.23 DOD JCT.....	
					1.30 DIAZ..... T	
					2.32 NEWPORT @DTW§	
					2.21 CC JCT.....	
					5.88 OLYPHANT.....	
					8.31 BRADFORD..... *	
					8.57 GG JCT.....	
					1.71	
PM					288.41 BALD KNOB..... @T*	
10 20		s 7 20	s 8 30	s 5 05	1.29 JB.....	
					2.91 JUDSONIA..... *	
		a 7 30	s 8 45	s 5 20	3.84 KENSETT..... *	
					1.98 HK.....	
					8.07 MG.....	
			s 9 00	s 5 43	6.23 BEEBE..... *	
					6.52 WA.....	
			f 9 15		3.81 CABOT..... *	
					7.68 JX.....	
				f 6 08	1.40 JACKSONVILLE... T	
11 15	11 55	8 20	9 35	6 25	11.53 No. Little Rock... @DTW§	
					1.70 Draw Brdg Ark. River	
11 30	12 05	8 30	10 00	6 45	0.31 Little Rock... @DTW	
PM	AM	PM	AM	AM	180.15	

TRAINS NORTHWARD					Siding Capacity in Cars	TIMETABLE No. 1 MAY 1, 1962 STATIONS
FIRST CLASS						
2	4	8	38	6		
Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily		
	AM	AM	PM	AM		
	s 4 45	s 11 59	s 6 45	s 3 25	Yd. POPLAR BLUFF.....	
					4.47 PHD JCT.....	
					10.48 NEELYVILLE, MO.....	
		s 11 35			11.77 CORNING, ARK.....	
		s 11 20		a 2 40	6.30 KNOBEL.....	
		s 11 10			4.35 PEACH ORCHARD.....	
			a 11 00		4.79 DELAPLAINE.....	
			a 10 52		6.74 O'KEAN.....	
			a 10 45		9.20 AA JCT.....	
					1.27 WALNUT RIDGE.....	
					1.44 HOXIE @S.L.-S.F.....	
		s 10 30	a 5 40	s 2 05	2.24 BXB JCT.....	
					10.36 ALICIA.....	
			a 9 55		12.94 TUCKERMAN.....	
					6.23 DOD JCT.....	
					1.30 DIAZ.....	
					2.32 NEWPORT.....	
		s 9 40	s 5 05	s 1 20	Yd. CC JCT.....	
					5.88 OLYPHANT.....	
			f 9 14		8.31 BRADFORD.....	
					8.57 GG JCT.....	
					1.71	
				PM	118 BALD KNOB.....	
		s 9 03	s 4 50	s 12 47	1.29 JB.....	
					2.91 JUDSONIA.....	
		s 8 58			3.84 KENSETT.....	
		s 8 51	m 4 28	f 4 35	1.98 HK.....	
					8.07 MG.....	
					6.23 BEEBE.....	
		s 8 35			6.52 WA.....	
					3.81 CABOT.....	
					7.68 JX.....	
			m 8 16		1.40 JACKSONVILLE.....	
					11.53 North Little Rock.....	
	Yd.	2 09	8 04	3 49	1.70 Draw Bridge Ark. River	
		2 05	8 00	3 45	0.31 LITTLE ROCK @DTW	
					180.15	
	AM	AM	PM	PM		

ABS — Signal indication, both opposing and following movements Poplar Bluff, Mo. to Little Rock, Ark. Rule 99J effective this subdiv. Two Main Tracks: Poplar Bluff to PHD Jet., AA Jet. to BXB Jet., DOD Jet. to CC Jet., GG Jet. to Little Rock. Clearance is required by trains originating at Poplar Bluff, Newport and No. Little Rock.

Memphis Subdiv. trains and engines for northward movement on Hoxie Subdiv. at Bald Knob must secure permission of train dispatcher before occupying siding. Trains departing from Union Depot, Little Rock, must secure clearance, Room 222, Union Station. Mail cranes between stations are located at MP283-14, MP 244-10, MP 305-20, MP 317-30, MP 320-18.

10 LITTLE ROCK SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTHWARD					Siding Capacity in Cars	TIMETABLE No. 1 MAY 1, 1962	
FIRST CLASS						STATIONS	
3	7	37	5	1			
Pagr.	Pagr.	Pagr.	Mail Express	Pagr.			
Daily	Daily	Daily	Daily	Daily			
PM	AM	AM	AM	AM			
s 8 50	s 11 25	s 11 20	s 7 45	s 12 25	Yd.	Little Rock.....@DWT	
						0.38	
						@C.R.I.&P.....@	
						5.67	
						ENSIGN.....	
						7.18	
						ALEXANDER.....*	
						5.27	
					102	BAUXITE JCT.....	
						4.15	
						BN JCT.....	
						0.40	
	s 11 49	s 11 44	s 8 15			BENTON.....WT§*	
						1.52	
						MM JCT.....	
						1.20	
						QQ JCT.....	
						11 48	
						AM	
						1.89	
					227	HASKELL.....*	
						0.35	
						@C.R.I.&P.....@	
						3.63	
					119	TRASKWOOD.....*	
						7.34	
					125	GIFFORD.....	
						4.10	
					160	MALVERN.....\$TW	
						0.89	
						@C.R.I.&P.....@	
						0.48	
						M. & F. V. JCT.....	
						9.50	
					125	DONALDSON.....*	
						6.03	
					125	WITHERSPOON.....	
						5.36	
					125	ARCADELPHIA.....	
						11.32	
						RR JCT.....	
						3.96	
					Yd.	GURDON.....@DWT§	
						3.00	
						BCD JCT.....	
						8.32	
					165	BOUGHTON.....	
						4.80	
					180	PRESCOTT.....*	
						7.21	
					125	EMMET.....*	
						8.16	
					w160	HOPE.....\$TW	
					e114	0.13	
						@S. L.-S. F.....@	
						5.14	
					119	GUBERNSEY.....	
						8.24	
					123	FULTON.....*	
						6.47	
					180	HOMAN.....	
						2.64	
						CLEAR LAKE JCT.....	
						9.86	
					Yd.	TEXARKANA.....@DTW§	
						144.59	
AM	PM		AM	AM			

ABS — Signal indication, both opposing and following movements Little Rock to Texarkana. Rule 99J effective.

Two main tracks; Little Rock to MM Jct., RR Jct. to BCD Jct., Clear Lake Jct. to Texarkana.

Trains departing from Union Depot, Little Rock, must secure clearance, Room 222, Union Station.

Mail cranes between stations: MP 355-1, MP 362-18, MP 386-30, MP 420-5, MP 430-5.

LITTLE ROCK SUBDIV.—ARKANSAS DIVISION 11

TRAINS NORTHWARD					Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	
FIRST CLASS						STATIONS	
4	8	38	6	2			
Pagr.	Pagr.	Pagr.	Pagr.	Pagr.			
Daily	Daily	Daily	Daily	Daily			
AM	PM	PM	PM	AM			
s 7 25	s 3 30	s 3 20	s 10 55	s 1 50	345.68	LITTLE ROCK.....	
						0.38	
						@C.R.I.&P.....	
						5.67	
						ENSIGN.....	
						7.18	
						ALEXANDER.....	
						5.27	
						BAUXITE JCT.....	
						4.15	
						BN JCT.....	
						0.40	
	a 6 45	s 2 45				BENTON.....	
						1.52	
						MM JCT.....	
						1.20	
						QQ JCT.....	
						2 40	
						PM	
						1.89	
						HASKELL.....	
						0.35	
						@C.R.I.&P.....	
						3.63	
						TRASKWOOD.....	
						7.34	
						GIFFORD.....	
						4.10	
						MALVERN.....	
	s 6 25	s 2 30		s 9 55		0.89	
						@C.R.I.&P.....	
						0.48	
						M. & F. V. JCT.....	
						9.50	
						DONALDSON.....	
						6.03	
						WITHERSPOON.....	
						5.36	
						ARCADELPHIA.....	
						11.32	
						RR JCT.....	
						3.96	
						GURDON.....	
	s 5 40	s 1 46		s 9 10		3.00	
						BCD JCT.....	
						8.32	
						BOUGHTON.....	
						4.80	
						PRESCOTT.....	
						7.21	
						EMMET.....	
						8.16	
						HOPE.....	
						0.13	
						@S. L.-S. F.....	
						5.14	
						GUBERNSEY.....	
						8.24	
						FULTON.....	
						6.47	
						HOMAN.....	
						2.64	
						CLEAR LAKE JCT.....	
						9.86	
						TEXARKANA.....	
						4 30	
						12 35	
						7 45	
						11 20	
						AM	
						PM	
						PM	
						PM	

Clearance is required by trains originating at Gurdon and Texarkana.

12 WYNNE SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		STATIONS			
	219.93	PARAGOULD YARD ⊕ @DWT §	Yd.		
	1.74	PG JCT.			
	221.67	JN JCT.			
	13.83	JONESBORO ⊗ S. L.-S. F. ⊕	150		
	235.30	CARY	112		
	2.77	HARRISBURG	108		
	238.07	VANNDALE	130		
	7.79	WYNNE ⊕ ⊙DWT §	Yd.		
	245.86	⊕ ARKANSAS DIV. G			
	0.82	PD SIDING	115		
	256.71	CALDWELL	113		
	17.61	ROSINE	104		
	274.32	FORREST CITY	21		
	6.00	⊗ C. R. I. & P. ⊕			
	280.32	DX SIDING	39		
	0.03	AW SIDING	150		
	280.35	MARIANNA JCT.			
	0.82	MARIANNA ⊕ T			
	281.17	RA SIDING	112		
	9.75	LEXA ⊕ TW	Yd.		
	4.00	BARTON JCT.			
	294.92	ONEIDA	112		
	0.80	ELAINE	104		
	295.72	MELLWOOD	150		
	0.21	FERGUSON	100		
	295.93	SNOW LAKE	103		
	0.47	DRAW BRIDGE White River			
	296.40	MEDINA	87		
	5.56	Draw Bridge Arkansas River			
	301.96	WATSON	150		
	11.13	MCArTHUR	111		
	313.09	McGEHEE ⊕ ⊙DWT §	Yd.		
	0.04				
	313.13				
	0.37				
	313.50				
	12.06				
	325.56				
	3.70				
	329.28				
	6.05				
	335.31				
	11.87				
	347.18				
	9.46				
	356.64				
	5.65				
	362.29				
	6.80				
	368.89				
	8.98				
	377.87				
	3.27				
	381.14				
	0.86				
	382.00				
	5.07				
	387.07				
	15.46				
	402.53				
	5.59				
	408.12				
	188.19				

Between PG Jct. and JN Jct. signal indication both opposing and following movements via St.L.S.W. Railroad.

ABS — Between McArthur and McGehee. Trains must secure clearance Paragould Yard, Wynne and McGehee.

Yard Limits: MP 218 pole 16 to MP 221 pole 30; MP 278 pole 0 to MP 282 pole 2; MP 312 pole 0 to MP 315 pole 0; MP 323 pole 5 to MP 327 pole 25; MP 406 pole 28 to Pine Bluff Subdiv.

PINE BLUFF SUBDIV.—LOUISIANA DIVISION 13

TRAINS SOUTH-WARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTH-WARD
		STATIONS			
FIRST CLASS					FIRST CLASS
31 Passenger					32 Passenger
Daily					Daily
1 20AM	345.68	LITTLE ROCK	Yd.	11 20PM	
	345.44	RIVER TRACK CONN.			
	346.30	MAIN ST. JCT.			
1 25	346.49	ROCK STREET JCT.		11 06	
	343.67	North Little Rock ⊕DWT §	Yd.		
	344.53	⊗ C. R. I. & P. ⊕			
	344.73	WASHINGTON AVENUE			
	345.05	Draw Bridge Arkansas River			
	346.49	ROCK STREET JCT.			
	346.92	RI TOWER ⊗ C.R.I.&P. ⊕			
1 28	349.17	East Little Rock Yard. . . . ⊕	Yd.	11 01	
	351.73	SWEET HOME			
1 40	357.76	WRIGHTSVILLE	125	10 48	
1 47	364.55	HENSLEY	90	10 41	
	373.97	DEXTER			
2 07	381.81	BALDWIN	165	10 21	
	387.09	PB JCT. T			
	387.42	⊗ ST. L. S. W. ⊕			
	387.48	NORTH JCT.		10 14	
s 2 35	388.45	PINE BLUFF ⊕ ⊕		s 10 13	
2 40	388.78	SOUTH JCT.			
	388.88	PINE BLUFF YARD §	Yd.		
2 43	390.12	B SIDING	240	9 53	
2 57	402.53	MOSCOW	100	9 39	
3 05	409.69	GRADY	115	9 31	
3 17	420.26	GOULD	100	9 19	
a 3 26	427.91	DUMAS		s 9 08	
3 31	431.03	PICKENS	93	9 04	
	446.50	GG SIDING	30		
s 3 50AM	447.23	McGEHEE ⊕ ⊕DWT §	Yd.	s 8 45PM	
	101.96				

Between Pine Bluff Yard and North Switch, B Siding, trains have no time table superiority and will move at restricted speed.

Two main tracks between North Jet. and South Jet.

ABS between GG Siding and McGehee.

Between RI Tower and Little Rock-North Little Rock — see special instructions governing operation Little Rock Terminal.

Yard Limits: MP 345-20 to MP 349-30; MP 382-15 to MP 393-20; MP 445-25 to McGehee Subdiv.

Trains departing from Little Rock, must secure clearance Room 222, Union Station.

14 McGEHEE SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTH-WARD FIRST CLASS	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTH-WARD FIRST CLASS
		STATIONS			
31 Passenger Daily					32 Passenger Daily
4 10AM	408.12	McGEHEE.....ⓈⓉⓃⓈ	Yd.	s	8 30PM
s 4 21	415.89	DERMOTT..... 7.57 8.37	115	s	8 18
4 28	422.06	HUDSPETH..... 10.08	115		8 11
s 4 47	432.14	MONTROSE.....Ⓢ	115	s	7 53
k 4 52	436.43	PORTLAND.....*	93	g	7 48
4 56	440.16	SUNSHINE..... 3.73	115		7 43
5 01	445.01	PARKDALE.....*	115		7 38
k 5 05	449.35	WILMOT, ARK.....*	93	g	7 32
5 18	460.82	BONITA, LA..... 11.47	115		7 19
5 25	467.23	GALION..... 8.41	115		7 12
a 5 32	473.55	MER ROUGE.....*	115	a	7 04
s 5 40	481.04	COLLINSTON.....ⓈⓉⓃⓈ ⓈCollinston Subdiv.....Ⓢ	n115 s115	s	6 56
5 59	491.80	SWARTZ..... 10.76	150		6 38
6 05	495.87	SICARD..... 4.07	115		6 32
	500.96	MONROE JCT. ⓈL. C.....Ⓢ			
s 6 20AM	502.43	MONROE.....ⓈⓉⓃⓈ	Yd.	s	6 25PM
		94.31			

ABS — Between McGehee and Monroe — Rule 99 (J) effective.
Yard Limits: Pine Bluff Subdiv. to MP 410-0; MP 478-09 to MP 483-07; MP 499-5 to MP 504-15.

HELENA SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		STATIONS		
	325.56	LEXA.....ⓈTW	Yd.	
	387.25	HELENA YARD..... 11.69		
	338.54	ⓈL. C.....Ⓢ		
	338.63	HELENA.....WTⓈ	Yd.	
		13.07		

Yard Limits: Entire Subdivision.

MONROE SUBDIV.—LOUISIANA DIVISION 15

TRAINS SOUTH-WARD FIRST CLASS	Mile Post Locations	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTH-WARD FIRST CLASS
		STATIONS			
31 Passenger Daily					32 Passenger Daily
6 40AM	502.43	MONROE.....ⓈⓉⓃⓈ	Yd.	s	6 05PM
6 55	506.60	MA SIDING..... 4.17	115		5 56
7 06	516.61	BOSCO..... 10.01	115		5 46
7 16	526.29	RIVERTON..... 9.68	115		5 35
	528.22	DRAW BRIDGE.....(Ouachita River)			
d 7 25	530.56	COLUMBIA.....*		a	5 28
d 7 35	535.15	GRAYSON.....ⓈⓉⓃⓈ	n115 s115		5 22
s 7 39	537.44	CLARKES..... 2.29		s	5 17
d 7 58	548.70	OLLA.....*	150		5 03
8 04	552.81	URANIA.....*	115		4 56
	556.55	TULLOS.....*	27		
s 8 17	561.63	Georgetown ⓈL. M.....Ⓢ	n115 s168	s	4 44
8 26	569.43	HOWCOTT..... 7.80	115		4 34
8 36	576.97	ANTONIA..... 7.54	n115 s115		4 24
8 42	581.49	POLLOCK.....*	67		4 18
8 49	586.97	SIMMS..... 5.48	115		4 11
8 56	592.62	TIOGA ⓈL. & A.....Ⓢ*	134		4 04
	595.17	ⓈL. & A.....Ⓢ			
9 02	596.63	RR JUNCTION..... 1.48			3 59
9 05	597.82	TEXMO JCT..... 1.19			3 55
s 9 15AM	599.03	ALEXANDRIA..... -1.21	Yd.		3 50PM
	601.53	Alexandria Yard.....ⓈⓉⓃⓈ	Yd.		
		98.97			

ABS — Between Monroe and Texmo Jct. — Rule 99 (J) effective.
Two main tracks between RR Jct. and Alexandria Yard.

Yard operation over Tex. Dist. tracks Texmo Jct. to Alexandria Yard.

Train 32 must secure Clearance at Alexandria Yard, and Clearance will not be required at Alexandria.

Yard Limits: Mile post 497-5 to 504-15; 596-25 to Texmo Jct.

BARTON SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Locations	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		STATIONS		
	329.26	BARTON JCT..... 0.48		
	329.74	BARTON Ⓢ..... 8.29		
	338.03	MARVELL..... 16.54		
	354.57	HOLLY GROVE Ⓢ.....		
		25.31		

Yard Limits: Wynne Subdiv. to Mile post 330-0; 354-0 to End of Track.

16 MEMPHIS SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
FIRST CLASS				FIRST CLASS
37 Passenger Daily				38 Passenger Daily
		STATIONS		
	380.73	MEMPHIS (Sargent Yard) DWT ⊕ ⊕	Yd.	
		2.42		
8 30PM	378.78	MEMPHIS (Union Station)		7 01PM
		0.47		
	378.31	SOUTH WYE CONN		
		0.12		
	378.19	KENTUCKY STREET, TENN.	Yd.	
		2.35		
	375.84	BRIDGE JCT. ARK.		
		0.59		
8 45	375.25	BRIARK	50	6 38PM
		3.09		
8 48	372.16	ALMONT	60	6 35
		2.11		
	370.05	⊕S.L.-S.F. ⊕		
		2.02		
8 53	368.03	GAVIN	85	6 30
		6.51		
9 01	361.52	CRAWFORDSVILLE	70	6 23
		9.40		
9 11	352.12	EARLE	47	6 13
		5.19		
9 16	346.93	PARKIN		6 05
		0.60		
9 17	346.33	DUNN	58	6 04
		8.75		
9 26	337.58	LEVESQUE	57	5 55
		5.14		
9 34	332.44	WYNNE ⊕DWT §	Yd.	5 47
		0.02		
	332.42	⊕LA. DIV ⊕		
		0.42		
9 37	332.00	MD SIDING	75	5 45
		13.13		
9 50	318.87	FAIR OAKS	105	5 30
		0.01		
	318.86	⊕SLSW ⊕		
		9.54		
9 59	309.32	McCROBY	70	5 19
		9.23		
10 08	300.09	NEW AUGUSTA	125	5 07
		1.54		
	298.55	DRAWBRIDGE (White River)		
		5.67		
10 15	292.88	RG SIDING	75	4 56
		5.02		
10 20PM		BALD KNOB ⊕ ⊕T	Yd.	4 50PM
		PSGR 90.92		
		FRT 92.87		

ABS — Signal indication, both opposing and following movements Briark to Almont. ABS Almont to Bald Knob Rule 99(J) effective.

Yard Limits — Wynne: MP 330 pole 16 to MP 333 pole 17; Bald Knob; Hoxie Subdiv. Conn. to MP 289 pole 9.

Bald Knob is a register station for first class trains only. Train register is in a box on front of depot near baggage room door. Trains may register by ticket when there is an Operator on duty.

Train Order Signal at Bald Knob applies to trains on Hoxie and Memphis Subdivisions.

Clearance delivered to No. 38 at Little Rock Union Depot will fulfill the requirements of the last paragraph of Rule 83(a) at Bald Knob when train order signal at Bald Knob indicates proceed.

Operation between Briark and Memphis over Arkansas & Memphis Railway, Bridge and Terminal Co. and Union Railway — See Special instructions.

GURDON SUBDIV.—ARKANSAS DIVISION 17

TRAINS SOUTH-WARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS				SECOND CLASS
131 Red Ball Freight Daily Ex. Sun.				130 Red Ball Freight Daily Ex. Mon.
		STATIONS		
	426.30	GURDON ⊕DWT §	Yd.	
		1.00		
8 15PM	427.30	GURDON YARD ⊕	Yd.	5 01AM
		10.36		
8 50	437.66	READER	70	3 57
		14.81		
9 18	452.47	LESTER	70	3 27
		7.41		
9 33	459.88	CAMDEN	58	3 04
		0.98		
	460.86	⊕SLSW ⊕		
		0.44		
	461.30	CB SIDING	58	
		1.86		
9 45	463.16	CULLENDALE		2 56
		11.34		
10 05	474.50	LOUANN	125	2 34
		3.79		
10 15	478.29	DH SIDING	66	2 28
		0.60		
	478.89	SMACKOVER ⊕	Yd.	
		1.71		
10 35	480.60	KENOVA ⊕	Yd.	2 22
		3.95		
	484.55	NORPELET	Yd.	
		2.95		
10 55	487.50	GG SIDING	71	2 11
		4.75		
11 30PM	492.25	EL DORADO ⊕DWT §	Yd.	2 01AM
		65.95		

Train No. 131 is superior to Train No. 130.

Clearance not required by No. 130 at Eldorado when operator is not on duty.

Yard Limits — Gurdon: Little Rock Subdiv. Conn. to MP 428-10; Smackover, Kenova: MP 477-25 to MP 481-20; El Dorado: MP 491-5 to MP 495-29.

NASHVILLE SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
↓				↑
		STATIONS		
	457.79	HOPE ⊕WT §	Yd.	
		9.26		
	467.05	WASHINGTON		
		16.10		
	483.15	NASHVILLE ⊕T	Yd.	
		0.02		
	483.17	⊕GN&A ⊕		
		9.96		
	493.13	PERKINS	Yd.	
		35.34		

Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459-23; Nashville: MP 481-5 to MP 488-10; Perkins: MP 492-0 to End of Subdiv.

18 DELIGHT SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		STATIONS		
	446.58	PK JCT. 5.52		
	452.10	DELIGHT 5.52	Yd.	

Yard Limits — Delight Subdiv.: From connection with Norman Subdiv. to End of Subdiv.

DONIPHAN SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		STATIONS		
	180.48	NEELYVILLE.....T		
	186.27	NAYLOR.....		
	186.40	©S. L.-S. F.....©		
	191.27	OXYLY.....		
	200.37	DONIPHAN.....T	Yd.	
		19.89		

NORMAN SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD SECOND CLASS 731 Local Freight Daily Ex. Sun.	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD SECOND CLASS 730 Local Freight Daily Ex. Sun.
		STATIONS		
7 01AM	426.30	GURDON.....①@DWT\$	Yd.	4 05PM
7 35	436.66	BURTSSELL.....		3 25
	441.07	OKOLONA.....		
8 10	446.58	PK JCT.....②		2 50
8 35	454.00	GRAYSONIA.....		1 20
9 20	465.32	AMITY.....		12 25PM
	469.80	ROSBORO.....		
9 55	473.58	GLENWOOD.....		11 45AM
	480.77	CADDO GAP.....		
10 40AM	485.94	NORMAN.....③T	Yd.	11 01AM
		59.64		

No. 731 is superior to No. 730.

No. 730 and 731 will not require clearance at Norman.

Yard Limits — Gurdon: Little Rock Subdiv. Conn. to MP 429 pole 0; PK Junction: MP 445 pole 23 to MP 447-20; Norman: MP 485 pole 0 to End of Subdiv.

HOT SPRINGS SUBDIV.—ARKANSAS DIVISION 19

TRAINS SOUTH-WARD FIRST CLASS 37 Passenger Daily	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD FIRST CLASS 38 Passenger Daily
		STATIONS		
11 48AM	371.45	QQ JCT.....T		2 40PM
12 01PM	377.95 378.21	SLOCOMB.....		2 30
f 12 11	382.66	LONSDALE.....		2 24
12 25	391.78	GULPHA.....		2 11
12 35	398.02	EAST WYE.....		2 02
s 12 45PM	399.19	HOT SPRINGS.....④WT\$	Yd.	2 01PM
		28.00		

Train No. 37 is superior to Train No. 38.

ABS — QQ Jct. to Hot Springs — Rule 99 (J) effective.

Yard Limits — Hot Springs: MP 397 pole 13 to End of Subdiv.

No. 38 will not require a clearance at Hot Springs when Operator is not on duty.

No. 37 will not require a clearance at QQ Jct.

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

BENTON SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTH-WARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
		STATIONS		
	368.73	BENTON.....④WT\$	Yd.	
	368.33	BN JCT.....		
	368.67	©C. R. I. & P.....G		
	381.53	BELFAST.....		
	390.27	SHERIDAN.....③	Yd.	
	412.60	©ST L SW.....		
	412.70	PB JCT.....③T	Yd.	
	414.06	PINE BLUFF YARD.....\$	Yd.	
		44.37		

Between Benton and BN Jct., ABS, signal indication, both opposing and following movements.

Yard Limits — Benton: Little Rock Subdiv. Conn. to MP 369 pole 10; Sheridan: MP 388 pole 20 to MP 391 pole 18; Pine Bluff: MP 410 pole 10 to Pine Bluff Subdiv. Conn.

20 HUTTIG SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD SECOND CLASS 789 Local	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 790 Local
Tue., Thur., Sat.		STATIONS			Mon., Wed., Fri.
4 01AM	492.25	EL DORADOⓄWTS	Yd.	10 01AM	
	506.84	14.59 URBANA			
	512.86	6.02 STRONG			
	518.16	5.30 LAPILE			
	523.17	5.01 DOLLAR JCT.Ⓞ			
	524.77	1.60 FELSENTHALⓄT			
5 25	527.22	2.45 HUTTIG, ARK.ⓄS	7 25		
	530.37	3.15 LITROE, LA.			
	542.85	12.48 HAILE			
	548.72	5.87 SPENCER			
	553.77	5.05 Draw Bridge Ouachita River			
6 45	554.04	0.27 STERLINGTONⓄ	Yd.	5 45	
	561.56	7.52 LAMKIN			
	568.18	6.62 ⓄA. & L. M.Ⓞ			
	568.69	0.51 MONROE JCT.ⓄT			
9 10AM		0.60 MONROEⓄ@DW\$	Yd.	4 45AM	
		77.26			

Train 789 will not require clearance El Dorado when operator off duty.

Yard Limits: Mile post 491-5 to 495-25; 522-20 to 528-0; 552-15 to 556-20; 567-10 to McGehee Subdiv.

HAMBURG SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD SECOND CLASS 785 Local	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 786 Local
Daily Ex. Sun.		STATIONS			Daily Ex. Sun.
2 25AM	443.58	MONTROSEⓄⓄ	7 10AM		
	449.16	5.58 THEBES			
	451.43	2.27 SNYDER			
	456.00	4.57 MIST			
	459.43	3.43 WALLACE			
	462.75	3.32 HAMBURGⓄ			
	469.01	6.26 BOVINE			
	474.18	5.17 A. & L. M. JCT.			
	474.19	0.01 ⓄC. R. I. & P.Ⓞ			
5 01AM	474.52	0.33 CROSSETTⓄ	5 30AM		
		30.94			

No. 785 is superior to No. 786.

No. 785 will not require clearance at Montrose when operator is not on duty.

No. 786 will not require clearance at Crossett when operator is not on duty.

Yard Limits: McGehee Subdiv. to Mile post 445-20; Mile post 461-0 to 464-0; Mile post 473-10 to End of Track.

Southern District

Lake Providence Subdiv.—Louisiana Division 21

TRAINS SOUTHWARD SECOND CLASS 777 Local	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 778 Local	780 Local
Tu., Thu., Sat.		Mo., Wed., Fri.	STATIONS		Mo., Wed., Fri.	Tu., Thu., Sat.
6 01AM	408.12	5 01AM	408.12		3 30PM	10 10AM
	416.71		8.59 McGEHEEⓄ@DWT\$	Yd.		
	424.17		7.46 HALLBY			
7 10	431.32		7.15 MACON LAKE		2 30	
	440.04		8.72 Lake VillageⓄInd. Tk.ⓄTⓄ	60		
	446.81	7 30AM	6.77 CHICOT		1 40PM	8 30AM
	457.78		10.97 EUDDORAⓄ	62		
	463.16		5.38 MILLIKIN, LA.			
	470.17		7.01 SELEBURN			
9 20	478.54		8.37 Lake ProvidenceⓄT	59	11 45AM	
	482.93		4.39 TRANSYLVANIA			
	487.42		4.49 ALSATIA			
	488.82		1.40 SONDEHEIMER			
11 45AM	498.41		9.59 ENOKA	60		
	511.54		13.13 TallulahⓄI. C.ⓄⓄ	48	9 01	
	523.37		11.83 QUIMBY			
12 45PM	528.76		5.39 NEWELLTON	60	7 55	
	533.74		4.98 LAKE BRUIN			
	546.11		12.37 ST. JOSEPH			
2 30PM	557.25		11.14 WATERPROOF	52		
			149.13 CLAYTON JCT.		6 15AM	

No. 777 is superior to No. 780.

No. 780 will not require clearance at Eudora when no operator on duty.

No. 777 and 778 will not require clearance at Clayton Jct.

Yard Limits: McGehee Subdiv. to MP 410-05; MP 429-25 to 432-10; MP 445-5 to MP 448-0; MP 497-5 to MP 501-0.

EUDDORA SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD SECOND CLASS 779 Local	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 780 Local
Mon., Wed., Fri.		STATIONS			Tues., Thur., Sat.
7 30AM	446.81	7 15AM	446.81		7 15AM
	455.15		8.34 EUDDORA, ARK.Ⓞ		
	465.48		10.33 KILBOURNE, LA.		
8 40	470.53		5.05 OAK GROVE		6 25
	478.71		8.18 FOREST		
	484.01		5.30 DARNELL		
	494.27		10.20 EPPS		
10 30AM			47.46 DELHIⓄ		4 55AM

No. 780 will not require clearance at Delhi when operator off duty.

Train 779 will not require clearance at Eudora when operator off duty.

Yard Limits: Lake Prov. Subdiv. to MP 448-10; MP 493-10 to End of Track.

Southern District

22 COLLINSTON SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD				Mile Post Location	TIMETABLE No. 1 MAY 1, 1962
SECOND CLASS					
777 Local Tues., Thur., Sat.	787 Local Mon., Wed., Fri.	967 L&M Freight Daily	793 Freight Daily		
STATIONS					
				524.99	FELSENTHAL, ARK. @T 2.71 (Ouachita)
				527.70	DRAW BRIDGE (River) 25.29
				552.99	@A. & L. M. @ 0.65
	6 15AM			553.64	BASTROP, LA T 6.79
				560.43	@McGehee Subdiv. G 0.01
	7 01			560.44	COLLINSTON. @ @T 7.14
				567.58	OAK RIDGE 10.27
				577.85	@I. C. G 0.06
	7 45			577.91	RAYVILLE. @ 11.69
				589.60	MANGHAM 3.95
	9 15			593.55	BASKIN 6.84
				800.39	WINNSBORO. @ 14.02
	10 10			614.41	WISNER 9.09
				623.50	SICILY ISLAND 12.40 (Tensas)
	10 40			635.90	DRAW BRIDGE (River) 0.18
				636.08	CLAYTON 1.13
2 30PM	10 50AM			637.21	CLAYTON JCT. 5.57
2 45PM	12 15PM		12 01AM	642.78	FERRIDAY... @DTW 0.65
		5 30AM	12 05	643.43	CONCORDIA JCT. 8.16
		5 50AM	12 35AM	651.59	VIDALIA. @ @T 126.60

No. 793, 778 or 788 will not require clearance at Ferriday when operator not on duty.

Yard Limits: MP 522-20 to MP 526-0; MP 551-0 to MP 555-0; MP 559-10 to MP 561-25; MP 641-0 to MP 644-0; MP 650-0 to End of Track.

COLLINSTON SUBDIV.—LOUISIANA DIVISION 23

TRAINS NORTHWARD				Mile Post Location	TIMETABLE No. 1 MAY 1, 1962
SECOND CLASS					
794 Freight Daily	778 Local Mon., Wed., Fri.	788 Local Tues., Thur., Sat.	968 L&M Freight Daily		
STATIONS					
				524.99	FELSENTHAL, ARK. ... 2.71 (Ouachita)
				527.70	DRAW BRIDGE (River) 25.29
				552.99	@A. & L. M. ... 0.65
				553.64	BASTROP, LA ... 6.79
				560.43	@McGehee Subdiv. ... 0.01
				560.44	COLLINSTON ... 7.14
				567.58	OAK RIDGE ... 10.27
				577.85	@I. C. ... 0.06
				577.91	RAYVILLE ... 11.69
				589.60	MANGHAM ... 3.95
				593.55	BASKIN ... 6.84
				800.39	WINNSBORO ... 14.02
				614.41	WISNER ... 9.09
				623.50	SICILY ISLAND ... 12.40 (Tensas)
				635.90	DRAW BRIDGE (River) 0.18
				636.08	CLAYTON ... 1.13
				637.21	CLAYTON JCT. ... 5.57
				642.78	FERRIDAY ... 0.65
				643.43	CONCORDIA JCT. ... 8.16
				651.59	VIDALIA ... 126.60

No. 793 is superior to Nos. 794 and 968.

No. 967 is superior to No. 968.

No. 777 will not require clearance at Clayton Jct.

MARIANNA SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD
		STATIONS		
		BRIARK 4.00		
	355.64	C. R. I. & P. JCT. 0.10		
	355.54	WIMEF 1.00		
	354.64	TENARK 9.13		
	345.41	NEUHARDT 11.03		
	334.38	HUGHES 9.42	.85	
	324.96	BRICKEYS 12.43		
	313.09	MARIANNA JCT. 0.04		
	313.13	MARIANNA 43.11	@T	

Yard limits Marianna Jct. to MP 314 pole 3.

Signal indication both opposing and following movements between CRIP Jct. and Briark via CRIP R.R. See Special Instructions.

Southern District

WARREN SUBDIV.—LOUISIANA DIVISION

TRAINS SOUTHWARD	Mile Post Location	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		783 Local		SECOND CLASS
Daily Ex. Sun.		STATIONS		784 Local
		9 05AM		Daily Ex. Sun.
	422.68	DERMOTT 3.84	@	4 35PM
	426.52	BAXTER 11.85		
	438.37	DEANE 6.95		
	11 20	445.32		3 15
	445.54	445.54	@A. D. & N. @	
	454.00	454.00	8.46	
	12 30PM	461.47	7.47	1 45PM
		WARREN 38.79	@	

No. 783 is superior to No. 784.

Yard Limits: McGehee Subdiv. to MP 424-10; MP 444-10 to MP 447-10; MP 460-10 to End of Track.

Clearance not required by No. 784 at Warren when no operator on duty.

Clearance not required by No. 783 at Dermott when no operator on duty.

Southern District

24 CHARLESTON SUBDIV.—MISSOURI DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		MAY 1, 1962			
STATIONS					
	75.39	BISMARCK.....	Ⓞ@DWT		
		11.55			
	86.94	DE LASSUS.....		13	
		8.00			
	94.94	KNOB LICK.....		12	
		6.66			
	101.60	MINE LA MOTTE.....		12	
		2.89			
	104.49	FREDERICKTOWN.....		19	
		7.19			
	111.68	CORNWALL.....		14	
		6.38			
	118.06	MARQUAND.....		17	
		12.23			
	130.29	GLEN ALLEN.....		14	
		3.11			
	133.40	LUTESVILLE.....		23	
		5.35			
	138.75	LAFLIN.....			
		5.90			
	144.65	WHITE WATER.....		24	
		2.52			
	147.17	ALLENVILLE.....	ⓄT	23	
		2.21			
	149.38	ⓄS. L.-S. F.....	Ⓞ		
		0.04			
	149.42	DELTA.....	ⓄT	21	
		0.01			
	149.43	ⓄST. L. S. W.....	G		
		8.00			
	157.43	ⓄS. L.-S. F.....	Ⓞ		
		0.75			
	158.18	ORAN.....			
		3.91			
	162.09	MORLEY.....		19	
		11.44			
	173.53	DIEHLSTADT.....		14	
		4.77			
	178.30	ⓄPoplar Bluff Subdiv.....	Ⓞ		
		0.02			
	178.32	CHARLESTON.....	ⓄT	Yd.	
		102.93			

Yard Limits: MP 75-16 to MP 76-0; MP 146-15 to MP 150-10; MP 177-5 to End of Track.

JACKSON SUBDIV.—MISSOURI DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		MAY 1, 1962			
STATIONS					
	147.17	ALLENVILLE.....	ⓄT	23	
		16.10			
	163.27	JACKSON.....	ⓄW	Yd.	
		16.10			

Yard Limits: MP 147-3 to MP 148-0; MP 161-28 to End of Track at Jackson.

EAST AND WEST SUBDIV.—MISSOURI DIVISION 25

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		MAY 1, 1962			
STATIONS					
	108.15	BUSH.....	Ⓞ@DWT	Yd.	
		4.33			
10 01AM	84.21	GORHAM.....	ⓄWT		9 20AM
		3.27			
	87.48	GRIMSBY.....		130	
		8.73			
10 45	94.21	MURPHYSBORO.....		115	8 57
		8.45			
11 02AM	102.66	DE SOTO.....			8 40
		5.49			
2 15PM	108.15	BUSH.....	Ⓞ@DWT	Yd.	8 30AM
		5.95			
	114.10	ⓄI. C.....	Ⓞ		
		0.74			
	114.84	HERRIN.....	Ⓞ	Yd.	
		0.12			
	114.96	ⓄC. B. & Q.....	Ⓞ		
		5.96			
	120.92	McCLINTOCK WYE.....	T		
		2.54			
	123.46	WEST VIRGINIA WYE.....	T		
		3.73			
	127.19	ⓄI. C.....	Ⓞ		
		0.31			
	127.50	MARION.....	Ⓞ		
		0.26			
	127.76	ⓄC. & E. I.....	Ⓞ		
		43.53			

No. 705 will not require clearance at Gorham when operator is not on duty.

No. 706 will not require clearance at Bush when operator is not on duty.

Yard Limits: Gorham, MP 83-32 to 85-37; Bush, MP 106 to End of Track at Marion.

Between MP 106-0, Bush Yard, and MP 100-30 there is no superiority of trains. Trains and engines will move at restricted speed.

BUSH SUBDIV.—MISSOURI DIVISION

TRAINS SOUTH-WARD ↓	Mile Post Location	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		MAY 1, 1962			
STATIONS					
	108.15	BUSH.....	ⓄDWT	Yd.	
		4.33			
	112.48	WEIR.....	Ⓞ		
		2.92			
	115.40	ⓄI. C.....	Ⓞ		
		0.04			
	115.44	ⓄC. B. & Q.....	Ⓞ		
		1.62			
	117.06	ⓄC. B. & Q.....	Ⓞ		
		7.42			
	124.48	BENTON.....	Ⓞ	18	
		16.33			

Yard Limit: Bush, MP 106 to End of Track at Benton.

26 CAIRO SUBDIV. — MISSOURI DIVISION

TRAINS SOUTH-WARD	Miles from Valley Jct.	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS		MAY 1, 1962			SECOND CLASS
703 Local Freight					704 Local Freight
Daily Ex. Sun.	STATIONS		Daily Ex. Sun.		
11 30AM	120.70	THEBES JCT.	⊙T	62	9 35AM
	125.80	⊙C. & E. I.	G		
12 01PM	130.83	MILLER CITY		33	9 05
	142.68	⊙G. M. & O.	G		
	144.25	⊙C. C. C. & ST. L.	⊙		
12 35PM	145.01	CAIRO	⊙W	Yd.	8 30AM
		24.31			

No. 703 will not require clearance at Thebes Jct.

No. 704 will not require clearance at Cairo.

Yard Limits: MP 120-26 to MP 121-30; MP 142-32 to End of Track at Cairo.

CAPE GIRARDEAU SUBDIV. — MISSOURI DIVISION

TRAINS SOUTH-WARD	Miles from Valley Jct.	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
↓		MAY 1, 1962			↑
		STATIONS			
	122.83	CAPE DEAU JCT.	⊙		
	125.81	MASSEY JCT.			
	127.06	MARQUETTE	⊙	19	
	127.69	RIVER CROSSING			
	128.86	⊙S. L.-S.F.	G		
	129.44	⊙WYE TRACK SL-SF	⊙		
	129.45	⊙WYE TRACK SL-SF	⊙		
	129.62	⊙S. E. MO. LBR. SL-SF	⊙		
	130.23	CAPE GIRARDEAU	⊙	Yd.	
		7.40			

Yard Limits: MP122-28 at Cape Deau Jct. to End of Track at Cape Girardeau.

POTOSI SUBDIV. — MISSOURI DIVISION

TRAINS SOUTH-WARD	Mile Post Locations	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
↓		MAY 1, 1962			↑
		STATIONS			
	60.91	MINERAL POINT	⊙		
	64.41	POTOSI	⊙	Yd.	
		3.50			

Yard Limits: Entire Subdiv.
Southern District

MT. VERNON SUBDIV. — MISSOURI DIVISION 27

TRAINS SOUTH-WARD	Mile Post Locations	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS		MAY 1, 1962			SECOND CLASS
707 Local Freight					708 Local Freight
Daily Ex. Sun.	STATIONS		Daily Ex. Sun.		
4 30AM	63.72	CHESTER	⊙⊙T		11 45AM
	63.72	8.14			
4 50	71.86	WELGE		93	11 25
	71.86	5.43			
5 05	77.34	STEELEVILLE	W	70	11 10
	77.34	2.14			
5 10	79.48	PERCY			11 05
	79.48	0.01			
	79.49	⊙G. M. & O.	⊙		
	79.49	3.15			
	82.64	CUTLER			
	82.64	1.10			
5 30	83.74	NEW WILSON		106	10 50
	83.74	8.82			
	92.56	⊙I. C.	⊙		
	92.56	0.01			
6 01	92.57	PINCKNEYVILLE ...	⊙⊙DWT	Yd.	10 30
	92.57	2.78			
	95.53	SR JCT.			
	95.53	7.40			
	102.73	⊙I. C.	⊙		
	102.73	0.22			
	102.95	TAMAROA			
	102.95	0.61			
6 35	103.58	TT SIDING			10 05
	103.58	7.70			
6 55	111.26	SCHELLER	⊙	Yd.	9 45
	111.26	0.40			
	111.26	⊙I. C.	⊙		
	111.26	2.88			
7 05	114.54	WALTONVILLE		19	9 35
	114.54	0.26			
	114.80	⊙C. B. & Q.	⊙		
	114.80	7.08			
7 25	121.88	J. S. W. CONNECTION		51	9 10
	121.88	3.04			
	124.92	⊙L. & N.	⊙		
	124.92	0.09			
7 45AM	125.01	MT. VERNON	⊙WT	Yd.	9 01AM
	125.01	61.29			

No. 707 is superior to No. 708.

No. 708 will not require clearance at Mt. Vernon when no operator on duty.

Yard Limits: MP 64-0 to MP 65-5; MP 90-0 to MP 96-1; MP 110-15 to MP 112-5; MP 121-0 to End of Track at Mt. Vernon.

PEA RIDGE SUBDIV. — MISSOURI DIVISION

TRAINS SOUTH-WARD	Mile Post Locations	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTH-WARD
↓		MAY 1, 1962			↑
		STATIONS			
	57.03	CADET	⊙		
	57.03	1.58			
	58.61	NEW FOUNTAIN FARM	⊙		
	58.61	13.79			
	72.40	INDIAN CREEK			
	72.40	11.79			
	84.19	PEA RIDGE		Yd.	
	84.19	27.16			

Yard Limits: MP 57-0 to MP 59-0.

28 BONNE TERRE SUBDIV. — MO. ILL. R. R.

TRAINS SOUTHWARD			Miles from Riverside	TIME-TABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS						SECOND CLASS	
723 Local Freight Daily Ex. Sun.	721 Local Freight Daily Ex. Sun.	719 Local Freight Daily Ex. Sun.				720 Local Freight Daily Ex. Sun.	722 Local Freight Daily Ex. Sun.
			0.00	RIVERSIDE... ⊙T	90		
	2 01PM		1.96	HERCULANEUM ⊙	Yd.	11 59AM	
			5.20	FESTUS (Crystal City) ⊙	10		
	2 40		18.65	BURNSIDE	28	10 40	
	3 13		20.69	VALLES MINES		10 15	
6 05PM	3 55PM	6 01AM	31.14	BONNE TERRE ⊙DWT §	Yd.	9 30AM	11 05PM
			31.70	Hoffman Jct... ⊙T			
6 23			35.63	DESLOGE	40	10 45	
6 27			37.18	FLAT RIVER	45	10 35	
6 35PM		6 35AM	37.69	RIVERMINES	Yd.	10 30PM	
			38.81	DERBY JCT.	75		
			38.81				

No. 723 is superior to No. 722.
 No. 721 will not require clearance at Herculanum and No. 722 will not require clearance at Rivermines when no operator on duty.
 Nos. 719 and 723 will not require clearance at Bonne Terre when no operator on duty.
 Yard Limits: MP 0 to MP 2-17; MP 3-28 to MP 5-20; MP 30-4 to MP 32-13; MP 33-14 to MP 34-10; MP 35-10 to MP 38-24.

STE. GENEVIEVE SUBDIV. — MO. ILL. R. R.

TRAINS SOUTHWARD	Miles from Salem	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS				SECOND CLASS
725 Local Freight Daily				724 Local Freight Daily
5 01PM	83.00	THOMURE... ⊙DWT	81	2 10AM
	84.72	MIDDLE YARD... ⊙§	Yd.	
5 55	85.00	STE. GENEVIEVE... ⊙	23	
	87.07	MOSHER... ⊙	28	1 50
	91.69	ZELL... ⊙	34	
	95.70	NEW OFFENBURG		
6 45	97.48	WEINGARTEN	52	1 20
7 25	105.13	SPROTT	27	1 01
	110.77	OGBORN	30	12 40
	115.26	ESTHER	18	
7 55	116.53	FLAT RIVER... ⊙	31	12 10
	116.87	⊙FEDERAL SWITCH... ⊙⊙		
	117.00	CENTRAL... ⊙§	Yd.	12 05AM
9 05	118.20	DERBY JCT... ⊙	75	
9 25PM	126.14	BISMARCK... ⊙T	Yd.	11 01PM
	43.14			

No. 725 is superior to No. 724.
 No. 725 will secure clearance at Ste. Genevieve instead of Thomure.
 Yard Limits: End of Track at Thomure to MP 88-5; MP 114-15 to MP 119-8; MP 125-0 to End of Track at Bismarck.

Southern District

SPARTA SUBDIV. — MO. ILL. R. R. 29

TRAINS SOUTHWARD		Miles from Salem	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
729 Red Ball Freight Daily	727 Local Freight Daily Ex. Sun.				726 Local Freight Daily Ex. Sun.	728 Red Ball Freight Daily
10 30PM	1 05PM	0.00	SALEM... ⊙T	Yd.	12 15PM	9 45PM
		3.09	SELMAVILLE			
		11.12	BRANCH JCT.		9 55	8 20
		12.00	CENTRAL CITY			
		13.56	CENTRALIA			
		13.98	⊙C. B. & Q... ⊙			
		14.01	IC JCT... ⊙	Yd.		
11 40PM	2 20	14.54	BB SIDING	42	9 15	8 01
12 01AM	2 35	23.20	HOYLETON	45	7 25	7 40
		26.81	HUGELY	54		
		32.55	⊙L. & N... ⊙			
	3 35	32.64	NASHVILLE... ⊙		6 50	
12 50	4 05	40.90	OAKDALE	62	6 25	6 50
		48.68	⊙L. C... ⊙			
1 10	4 29	48.70	COULTERVILLE... ⊙T		6 01	6 30
		49.32	VV SIDING	37		
1 30	4 50	55.99	SPARTA		5 40	6 10
		56.68	⊙G. M. & O... ⊙			
2 30AM	5 01PM	57.45	MI SHOPS... ⊙DW §	Yd.	5 30AM	6 01PM
		68.51	PAUTLER	55		
		69.67	EVANSVILLE			
		71.10	CLARK	58		
		78.44	⊙MO. PAC... ⊙			
		78.45	FLINTON... ⊙	Yd.		
		81.84	KELLOGG	Yd.		
		88.84				

Nos. 727 and 729 will not require clearance at Salem when operator off duty.
 Yard Limits: End of Track Salem to MP 2-0; MP 13-27 to MP 16-0; MP 31-18 to MP 33-20; MP 47-20 to MP 52-15; MP 54-22 to MP 58-9; MP 77-15 to End of Track.

HOFFMAN SUBDIV. — MO. ILL. R. R.

TRAINS SOUTHWARD	Miles from Bonne Terre	TIMETABLE No. 1 MAY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD
↓				↑
	0.56	HOFFMAN JCT... ⊙T	20	
	3.84	TRAMWAY		
	6.64	LEADWOOD... ⊙	15	
	6.64			

Yard Limits: Hoffman Jct. to End of Track at Leadwood.

Southern District

1. Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule page.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, TP-MP, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—79	79	3500—3505	30
110—999	65	6005—6018	55
1000—1099	55	6600—6613	55
1210—1299	55	8000—8007	55

2-B. Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH where freight train speeds are higher.

2-C. Engines moving backwards without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH except where lower maximum train speeds are in effect.

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

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES:

	MPH
Thru No. 10 turnouts and crossovers, entire train	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train	35
Thru No. 20 equilateral turnouts, entire train	50
In straightaway movement when moving points of No. 10 spring switch	15
In straightaway movement when moving points of No. 15, 16 and 20 spring switches	35

*In straightaway movement, when lead wheels have passed over points of spring switches, maximum speed may be resumed.

3-B. No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:	
All types	3.25 inches
Six wheel truck cars:	
Coaches	3.50 inches
All other	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-C. Disabled engines moving dead in train will not exceed speed listed in Item 2-A except when a lower speed is authorized by a Company Officer. A train order will be issued to train handling such disabled engine that can not operate at the speed shown in Item 2-A.

Flat spots measuring $2\frac{3}{4}$ " on a 36" diameter wheel or measuring 3" on a 40" or 42" diameter wheel will not be moved at a speed above 10 MPH or such speed as authorized by the Superintendent.

Southern District

3-D. TRAINS HANDLING MISSOURI PACIFIC WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected)	30
Bridge Derrick Cars (non-revolving)	30
Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
Ditchers and Burro Cranes, loaded on flat cars	30

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown in Item 3-D above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of trains handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity:

Maximum Freight Train Speed	Permissible Speed When Handling Self- and-Non-Self-propelled Wrecking Cranes-Ditchers and Spreaders
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..

Scale Test Cars Except MPX 5121

Scale Test Car MPX 5121

Scale Test Cars must be handled next to cabooses.

Welded rail trains and snow plows

Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

Southern District

3-E. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED:

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

Subdivision:	Miles Per Hour	
	Passenger Trains	Freight Trains
DeSoto: (Except as shown below)	60	50
MP 20 — MP 33	55	..
MP 41-25 — MP 42-30	30	30
MP 52 — MP 76 (Except as below)	55	..
MP 52-38 — MP 54-20	45	45
MP 101-18 — MP 101-35	55	..
MP 106-13 — MP 107-38	45	45
MP 108-22 — MP 109-30	55	..
MP 119 — MP 165 (Except as below)	55	..
MP 125-38 — MP 126-13	40	40
MP 129-29 — MP 131-0	40	40
MP 135-21 — MP 135-28	45	45
MP 136-27 — MP 137-12	40	40
MP 146-18 — MP 148-29	40	40
MP 150-24 — MP 151-0	45	45
MP 153-39 — MP 154-8	45	45
MP 164-26 — MP 164-32	40	40
MP 165-14 — MP 165-25	20	20
Hoxie: (Except as below)	79	60
MP 223-25 — MP 228-23 (Except as below)	..	50
MP 225-30 — MP 226-30 (City Limits — Hoxie)	50	50
MP 258-4 — MP 263-38 (Except as below)	..	50
MP 259-39 — MP 260-15	65	50
MP 261-20 — MP 262-16 (City Limits — Newport)	40	40
MP 264-3 — MP 264-5 (White River Bridge)	30	30
MP 286-28 — MP 345-5 (Except as below)	..	50
MP 288-5 — MP 288-25 (City Limits — Bald Knob)	40	40
MP 292-27 — MP 293-3	55	50
MP 341-0 — MP 343-6	50	50
MP 343-6 — MP 345-5	45	20
MP 345-5 — MP 345-7 (Baring Cross Bridge)	30	20
Little Rock: (Except as below)	79	50
MP 345-7 — MP 346-1 (Frt. Mains)	30	30
(Psg. Yard Tracks)	10	10
MP 346-2 — MP 347-11	35	35
MP 347-40 — MP 348-16	65	..
MP 357-9 — MP 357-25	55	..
MP 361-24 — MP 364-15	60	..
MP 370-4 — MP 370-10 (Equilateral Turnout)	50	..
MP 385-23 — MP 385-37	55	..
MP 388-6 — MP 389-23 (City Limits — Malvern)	35	35
MP 425-35 — MP 426-20 (City Limits — Gurdon)	40	40
MP 441-30 — MP 442-20 (City Limits — Prescott)	50	50
MP 457-15 — MP 458-10 (City Limits — Hope)	30	30
MP 471-18 — MP 471-20 (Red River Bridge)	30	30
MP 480-16 — MP 480-20 (Equilateral Turnout)	50	50

Southern District

4.—Continued

Subdivision:	Miles Per Hour	
	Passenger Trains	Freight Trains
Chester		
MP 0 — MP 85 (Except as below)	60	50
MP 5-20 — MP 6-20	30	30
MP 76-14 (#20 Equilateral Turnout)	50	50
MP 85 — MP 119-15 (Except as below)	60	60
MP 90-21 (#20 Equilateral Turnout)	50	50
MP 95-2 (#20 Equilateral Turnout)	50	50
MP 116-14 — MP 119-9	45	45
MP 119-9 — MP 119-15	30	30
North Jct. . . Movement Through North Crossover Between Two Main Tracks	15	
North Jct. . . Movement Through South Crossover Between Two Main Tracks	10	
Wynne: (Except as below)	59	49
MP 242-0 — MP 243-20	55	..
MP 280-10 — MP 325-17 (Except as below)	49	..
MP 295-23 — MP 296-9	25	25
MP 325-14 — MP 325-16	15	15
MP 325-17 — MP 368-27	49	..
MP 368-27 — MP 408-4 (Except as below)	40	40
MP 377-25 — MP 378-20 (White River Bridge)	30	30
MP 381-22 — MP 382-17 (Arkansas River Bridge)	30	30
Pine Bluff: (Except as below)	59	45
MP 343-20 — MP 346-15	10	10
MP 345-20 — MP 347-16	25	25
MP 385-28 — MP 389-24 (City Limits — Pine Bluff) (Except as below)	20	20
MP 387-14 (#10 Equilateral Turnout)	15	15
MP 388-23 (#10 Turnout)	15	15
MP 427-15 — MP 428-8 (City Limits — Dumas)	25	25
McGehee: (Except as below)	65	50
MP 408-29 — MP 409-4	60	..
MP 455-7 — MP 456-7	60	..
MP 486-13 — MP 490-20	50	..
MP 497-3 — MP 497-16	60	..
Monroe: (Except as below)	65	50
MP 498-12 — MP 504-12 (City Limits — Monroe) (Except as below)	30	30
MP 502-5 — MP 502-33	20	20
MP 507-1 — MP 507-12	60	..
MP 524-17 — MP 525-3	60	..
MP 526-9 — MP 535-5 (Except as below)	50	45
MP 528-4 — MP 528-10 (Ouachita River Bridge)	30	30
MP 535-5 — MP 569-13	55	45
MP 569-13 — MP 586-29	50	45
MP 586-29 — MP 597-25 (Except as below)	55	45
MP 589-10 — MP 590-0	50	..
MP 596-19 — MP 597-25 (Southward Main)	20	20
Memphis: (Except as below)	79	50
MP 288-0 — MP 288-13	15	15
MP 298-8 — MP 299-3	40	25
MP 332-14 — MP 375-7 (Except as below)	70	..
MP 333-15 — MP 335-7	55	..
MP 345-15 — MP 346-15	50	..
MP 351-28 — MP 352-22	50	..
MP 367-26 — MP 368-2	55	..

Southern District

Subdivision:	Miles Per Hour	
	Passen- ger Trains	Freight Trains
	All Trains	
4.—Continued		
Pea Ridge:		
Entire Subdivision.....	35	
Potosi:		
Entire Subdivision.....	25	
Charleston: (Except as below)	30	
MP 152-8 — MP 157-0.....	15	
MP 162-7 — MP 173-25.....	15	
Trains handling cars which are 15'4" above top of rail thru Glen Allen Tunnel.....	10	
(No car exceeding 15'4" above top of rail will clear Glen Allen Tunnel) (Planetarium Coaches MP 890 to 896 and TP 200 will not clear Glen Allen Tunnel, and in case of detour via Charleston Subdiv., trains hand- ling these coaches must set them out at Poplar Bluff or Bismarck before starting the detour.)		
Poplar Bluff: (Except as below)	60	
MO Jet. — Dexter.....	40	
MP 191 — MP 225 (Except as below).....	30	
MP 211-2 — MP 212-1.....	10	
MP 213-10 — MP 213-24.....	20	
Between SLSF Crossing and Highway 61 Crossing at Sikeston.....	10	
(Approach Highway 61 Crossing prepared to stop for highway traffic.)		
Doniphan:		
Entire Subdivision.....	25	
Benton: (Except as below)	30	30
MP 412-10 — MP 412-21.....	10	10
(Trains and engines must stop and Flagman must protect movement over Highway 65 MP 411 — 18.)		
Hot Springs: (Except as below)	45	35
MP 373-17 — MP 374-3.....	35	..
MP 375-14 — MP 376-22.....	35	..
MP 379-1 — MP 379-10.....	35	..
MP 380-7 — MP 380-20.....	35	..
MP 381-24 — MP 382-3.....	35	..
MP 383-13 — MP 383-18.....	40	..
MP 386-8 — MP 392-25.....	35	..
MP 395-26 — MP 397-22.....	35	..
MP 397-29 — MP 398-1.....	10	10
MP 398-10 — MP 398-13.....	10	10
Hot Springs — Mountain Pine.....	15	15
Norman:	All Trains	
MP 426-9 — MP 485-28 (Except as below)....	30	
MP 471-28 — MP 472-2 (Bridge No. 4720)...	15	
Delight:		
Entire Subdivision.....	20	
Gurdon: Except as below)	40	
MP 456-13 — MP 456-27.....	35	
MP 458-26 — MP 460-24.....	20	
MP 491-27 — MP 492-25.....	25	
Nashville:		
Entire Subdivision.....	25	
Mt. Vernon: (Except as below)	35	
MP 64-2 — MP 64-14.....	15	
MP 79 — MP 125 (Except as below).....	30	
MP 102-20 — MP 102-28.....	10	
MP 124-20 — MP 124-37.....	10	

Southern District

4.—Continued	Miles Per Hour	
	Passen- ger Trains	Freight Trains
	All Trains	
Mt. Vernon & Bush Subdivisions & Coal Fields:		
While engine or forward car is between Abso- lute Signal and crossing at:—		
GM&O Crossing (Percy).....		15
CB&Q Crossing (Zeigler Jet.).....		15
IC Crossing (Fair Grounds — Marion).....		20
East & West: (Except as below)	35	
MP 84-9 — MP 84-20.....	15	
Bush: Movement over Highway No. 149 Crsg.		
MP 108-18 — MP 108-19.....	10	
MP 108 — MP 115.....	20	
MP 115 — MP 127.....	25	
Bush:		
Entire Subdivision.....	20	
Cairo: (Except as below)	30	
MP 120-27 — MP 120-40.....	15	
Jackson: (Except as below)	30	
MP 153-12 (Bridge 1534).....	15	
Cape Girardeau:		
Entire Subdivision.....	25	
Sparta: (Except as below)	45	
MP 0 — MP 10-23.....	30	
MP 10-23 — MP 11-3.....	15	
MP 13-25 — MP 14-15.....	20	
MP 14-15 — MP 44-10.....	30	
MP 44-10 — MP 46-10.....	40	
MP 46-10 — MP 81-26 (Except as below).....	30	
MP 48-16 — MP 48-27.....	15	
MP 55-17 — MP 56-5.....	10	
MP 76-1 — MP 76-17.....	15	
MP 80-7 — MP 80-12.....	10	
Bonne Terre: (Except as below)	30	
MP 2 (Bridge No. 1).....	10	
MP 2-10 — MP 2-18.....	20	
MP 3-21 — MP 3-27.....	20	
MP 6-2 — MP 6-9.....	20	
MP 9-11 — MP 10-2.....	20	
MP 12-10 — MP 16-29.....	20	
MP 27-8 — MP 27-15.....	25	
MP 28-10 — MP 28-14.....	10	
MP 28-22 — MP 29.....	20	
MP 32-20 — MP 35-1.....	20	
Ste. Genevieve:		
Entire Subdivision.....	30	
Hoffman:		
Entire Subdivision.....	10	
Marianna: (Except as below)	40	
MP 322-2 — MP 322-10 (St. Francis River Bridge No. 3221).....	20	
Helena: (Except as below)	35	
At Helena:		
Yazoo Street Crossing.....	Restricted Speed	
Pontotoc Street Crossing.....	Restricted Speed	
St. Francis Street Crossing.....	Restricted Speed	
MP 338-19 — Missouri Street Crossing.....	Restricted Speed	
MP 336-8 — MP 336-12.....	15	
MP 337-10 — MP 338.....	25	
MP 338-0 — MP 338-6.....	10	

Southern District

4.—Continued

	Miles Per Hour	
	Passen- ger Trains	Freight Trains
	All Trains	
Barton:		
Entire Subdivision.....		25
Warren:		
MP 422-20 — MP 461-14 (Except as below)...		25
At Monticello — trains and engines must stop at Main Street, MP 445-22, and proceed only after a member of the crew has protected crossing.		
Hamburg:		
Entire Subdivision.....		25
Collinston:		
MP 524-20 — MP 651-18 (Except as below)...		30
MP 527-21 (Ouachita River Bridge No. 5277)		10
MP 553-9 — MP 553-26.....		15
MP 599-26 — MP 600-4.....		20
MP 609-2 — MP 609-25 (City Limits — Gilbert).....		25
MP 636-20 — MP 637-9.....		15
MP 637-8 (#10 Turnout).....		15
MP 641-26 — MP 642-4.....		20
MP 642-9 — MP 643-14.....		15
MP 643-13 (#10 Turnout).....		15
MP 650-5 — MP 650-13.....		10
Huttig:		
MP 492-8 — MP 568-21 (Except as below)....		25
MP 553-21 (Ouachita River Bridge.).....		10
Crossing, (Between Louisville Ave., and Monroe Jct.).....		15
Trains and engines must stop at DeSiard Street, MP 568-10, and proceed only after a member of crew has protected crossing.		
Lake Providence:		
Entire Subdivision.....		30
Eudora:		
Entire Subdivision.....		25

5. STANDARD CLOCKS:

St. Louis Union Station	Paragould Yard Office
Bismarck	Wynne Telegraph Office
Poplar Bluff	McGehee Telegraph Office
Newport	Pine Bluff Yard
Bald Knob	Monroe Ticket Office
North Little Rock:	Alexandria Yard Office
Diesel Shop	Pinckneyville
Yard Office	Bush Telegraph Office
Crest Building	Bonne Terre
Bowl Yardmaster's Office	Thomure
Tower	MI Shops
Little Rock:	Memphis Union Station
Passenger Station	Sargent Yard Office
Dispatcher's Office	Hot Springs
Relay Telegraph Office	El Dorado
Gurdon	Helena
Hope	Bastrop
Texarkana	Ferriday
Valley Junction	Vidalia
StLSW Telegraph Office	
Dupo:	
South "A" Locker Room	
Diesel House	
Chester	

Southern District

6. GENERAL ORDER BOOKS:

St. Louis:	Little Rock:
Union Station Telegraph Office	Passenger Station
Lesperance St. (Yard Office)	Relay Telegraph Office
Ewing Ave. (Diesel Shop)	East LRock Yard
Bismarck	Benton
Poplar Bluff:	Malvern
Telegraph Office	Gurdon Yard Office
Yard Office	Hope
Newport	Texarkana Yard Office
Bald Knob	Texarkana Diesel Shop
North Little Rock:	Valley Junction:
Diesel Shop	StLSW Yard Office
Crest Office	StLSW Roundhouse
Bowl Tower	Dupo Yard Office
Locust St. (Telegraph Office)	Dupo Diesel House
Chester	
IllMo:	Herculaneum
StLSW Yard Office	Bonne Terre
StLSW Roundhouse	Rivermines
Paragould Yard Office	Thomure
Wynne	
Lexa	M&I Shops
Pine Bluff Yard	Bush:
McGehee:	Telegraph Office
Yard Office	Mechanical Office
Telegraph Office	Memphis:
Monroe:	Sargent Yards
Passenger Station	Union Station
Yard Office	Diesel Shop
Alexandria:	Hot Springs
Yard Office	El Dorado
Mechanical Office	Bastrop
Charleston	Ferriday
Pinckneyville:	Vidalia
Telegraph Office	Helena
Mechanical Office	Cairo
	Cape Girardeau

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle engines, work equipment or cars where the gross weight of the car and lading do not exceed 251,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.

Between	Gross Weight of Car and Lading
Dexter Jet. and Charleston.....	210,000 lbs.
Mineral Point and Potosi.....	240,000 lbs.
Bismarck and DeLassus.....	240,000 lbs.
DeLassus and Charleston.....	210,000 lbs.
Allenville and Jackson.....	210,000 lbs.
Bush and Johnston City.....	240,000 lbs.
Johnston City and Marion.....	240,000 lbs.
West Virginia Wye and Orchard-New Bruce.....	210,000 lbs.
Thomure and Bismarck.....	240,000 lbs.
Riverside and Derby.....	210,000 lbs.
Bonne Terre and Leadwood.....	210,000 lbs.
Salem and Kellogg.....	240,000 lbs.
Roseboro Spur.....	240,000 lbs.
North Little Rock and East Little Rock.....	240,000 lbs.
Neelyville and Doniphan.....	210,000 lbs.
Benton and Pine Bluff.....	240,000 lbs.
Gurdon and PK Jet.....	240,000 lbs.
PK Jet. and Norman.....	210,000 lbs.
PK Jet. and Delight.....	210,000 lbs.
Hope and Perkins.....	240,000 lbs.

Southern District

7.—Continued

	Between	Gross Weight of Car and Lading
Hot Springs and Mountain Pine.....		210,000 lbs.
Kensett and Searcy (DK&S).....		210,000 lbs.
El Dorado and Collinston.....		240,000 lbs.
Collinston and Vidalia.....		210,000 lbs.
McGehee and Clayton Junction.....		210,000 lbs.
Dermott and Warren.....		210,000 lbs.
Montrose and Crossett.....		210,000 lbs.
Eudora and Delhi.....		210,000 lbs.
Felsenthal and Sterlington.....		240,000 lbs.
Barton Junction and Holly Grove.....		210,000 lbs.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

Instructions posted in Release Box vicinity of automatic interlocking crossings will govern the movement of trains and engines over crossings. When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first. Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

9. All Remote Control Switches Are No. 15, No. 16 or No. 20, except No. 10 Are located as follows: (No. 20 equilateral are shown in Item 4 at specific locations where speeds are restricted.)

Chester Subdiv.

South Dupo, at GM&O Crossing.
Flinton, Crossover between main tracks.
Chester, South end south siding.
Raddle Jct., Switches both ends of siding.
North Jct., C&EI connection.

Hoxie Subdiv.

Hoxie, 3 switches north end siding.
Diaz, White River connection.
Bald Knob, crossover between east track and Memphis Subdiv. connection.
Bald Knob, Memphis Subdivision connection.
Bald Knob, crossover between main tracks.

Little Rock Terminal

NLRock, 3 switches north end departure lead.
NLRock, 3 switches north end receiving yard.
NLRock, crossover between main tracks and 5 switches at Locust Street.
NLRock, south end running track, at north end of Arkansas River Bridge.
Little Rock, entrance to north end Union Depot Yard.
Little Rock, (2) crossovers between main tracks south end Arkansas River Bridge.
Little Rock, 1 crossover within interlocking limits at CRI&P Crossing.
Little Rock, 2 switches at entrance to south end Union Depot Yard

Little Rock Subdiv.

Bauxite, crossover from east track to north end of siding.
Bauxite, south siding switch.
BJ, crossover between main tracks.
BJ, switch to yard.
Gurdon, Gurdon Subdivision connection.

Monroe Subdiv.

Monroe, north end No. 2 track.

Southern District

9-A. Location of Hand Operated Crossovers Between Main Tracks.

Station	Milepost	Pole	Direction
DeSoto Subdiv.			
Bussan.....	11	11	Trailing
Poplar Bluff.....	165	13	Trailing
Poplar Bluff.....	165	20	Facing
Poplar Bluff.....	165	22	Trailing
Chester Subdiv.			
Fountain.....	17	24	Trailing
Fults.....	33	25	Trailing
Pr. DuRocher.....	41	13	Facing
Pr. DuRocher.....	41	29	Trailing
Modoc.....	45	31	Trailing
Hoxie Subdiv.			
Beebe.....	312	17	Facing
Cabot.....	323	17	Facing
Jacksonville.....	332	38	Trailing
Little Rock Subdiv.			
Bauxite Jct.....	364	06	Facing
Texarkana.....	489	05	Facing
Texarkana.....	489	39	Trailing
Texarkana.....	490	01	Facing

9-B. Spring Switches:

Subdiv.	Type of Switch	Location	Normal Position
Mt. Vernon....	No. 15	Scheller..... (MP-IC connection switch to C. W. & F. Mine No. 3 Lead)	For Mo. Pac.
East and West....	No. 10	Bush..... (North yard lead and main track)	For main track
Ste. Genevieve....	No. 10	Thomure.....	For main track
Pine Bluff....	No. 10	North end two main tracks MP 387, Pole 15.....	For southward track
Pine Bluff....	No. 10	South end two main tracks MP 388, Pole 25.....	For northward track
Monroe.....	No. 20	RR Junction MP 596, Pole 18.....	For southward Main track
Monroe.....	No. 10	Texmo Jct. South- ward Main Track, MP 597, Pole 21.....	For T&P Eastward Main Track
Little Rock Terminal....	No. 10	Rock St. (east wye switch).....	For east leg of wye
".....	No. 10	Scott St. (north wye switch).....	For main track
".....	No. 10	Main Street Jct. (End of two main tracks)...	For northward track
".....	No. 10	XO Jct.....	For north leg of wye
".....	No. 10	North end of two main tracks MP 345 pole 18 Pine Bluff Subdiv.	Southward track
Hot Springs....	No. 10	Hot Springs east wye switch.....	For straight leg of wye
".....	No. 10	Hot Springs south wye switch.....	For west leg of wye
".....	No. 10	Hot Springs west wye switch.....	For main track

Section 3-A of these Instructions will govern.

Southern District

10. Location Where Special Instructions as well as Uniform Code of Operating Rules govern movements of trains and engines.

A. Between Jefferson Barracks and 23rd Street Yard, Union Station and Lesperance Street, trains and engines will be governed by St. Louis Terminal Timetable and Special Instructions.

B. Poplar Bluff. After clearance has been secured and when ready to move out of Poplar Bluff Yard, Signal 1669-L will govern movements of southward trains over lead switch. If switch is not lined for movement, trains or engines will communicate with control operator. After clearance has been secured and northward trains are ready to move out of Poplar Bluff Yard to Poplar Bluff Subdivision, they will communicate with train dispatcher before leaving Poplar Bluff.

10-C. Special Instructions Governing Movements in Little Rock Terminal:

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

Between

- (a) North end Hump Yard CRI&P Crossing (Both Tracks).
- (b) Signal No. 3461 at Main St. Jct., Little Rock and Signal No. 3470 RI Tower.
- (c) Signals Nos. 3464-3466 at Rock St., Little Rock and Signal No. 3469 at Washington Ave., North Little Rock (Via Junction Bridge).

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

(2) INSTRUCTIONS GOVERNING TRAINS AND ENGINES ENTERING AND LEAVING UNION DEPOT YARD AT LITTLE ROCK:

Trains and engines entering or leaving north end of Union Depot yard must contact yardmaster at Crest when ready to depart and be governed by his instructions. If necessary, crew will line switches for proper route.

Southward trains and engines leaving Union Depot yard will be governed by indication of Absolute Signal No. 14 or Absolute Signal No. 20. Absolute Signal No. 20 governs route to east main track and to west main track through crossover. There is an approach circuit extending 200 feet in advance of this signal. Absolute Signal No. 14 governs route to east main track. There is an approach circuit extending 258 feet in advance of this signal. When train or engine is ready to depart from south end of Union Depot, a member of the crew will notify Yardmaster at Crest, by radio or by one of the talk-back speakers in this vicinity, so route can be lined and proceed indication displayed by signal governing route. When proceed indication is given and approach circuit is not occupied within 3 minutes, indication of signal will change to "stop." In event indication changes to "stop" before circuit is occupied, it will be necessary either to have control operator again give proceed indication, or occupy the approach circuit in order to cause the signal to display condition of route. In event proceed indication cannot be obtained by either of the above, it will be necessary to operate release located at the crossing, the box on the west side being for the west track and the box on the east side being for the east track.

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

Southern District

10-C.—Continued

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

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

Between

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

Train and engine movements in this territory will be under the supervision and direction of Yardmaster located in Tower at Crest, North Little Rock, Rule 93 effective.

(4) Instructions governing movements between XO Jct. and MP 346, Pole 20, on Van Buren Subdiv.:

(a) Movements may be made under provisions of Rule 93 and instructions of Yardmaster located in tower at Crest, North Little Rock.

(b) Trains and engines moving from Camp Robinson will stop in clear of main track at Military Junction and secure permission from train dispatcher at Coffeyville before fouling main track. Train dispatcher at Coffeyville will consult yardmaster at North Little Rock before granting permission.

10-D. TEXARKANA:

Movements of trains and engines in both directions between southward signals numbers 4887 R&L and northward signals numbers 4900 R&L, Texarkana, will be governed by Rules 375, 400 to 406, inclusive.

When signals numbers 4900 R&L display indication per Rule 291, northward trains and engines, after stopping for signal, must not proceed at Low Speed until track and time limits per Rule 402 are obtained from train dispatcher. These instructions modify Rules 291 and 375.

10-E. DEXTER JCT.:

Southward trains and engines will not enter Poplar Bluff Subdivision at Dexter Junction through STLSW connecting track except in emergency and then only after obtaining track and time limits per Rule 402. Northward trains and engines will not enter track between MO Junction and Dexter except in emergency and then only after obtaining permission from control operator and only under flag protection as prescribed by Rule 99.

10-F. FORREST CITY:

To avoid blocking street crossings and because of difficulty in starting train on grade, when southward Approach signal (CRI&P Crossing) "Proceed at Low Speed" indication, southward freight trains handling 50 percent or more of engine rating will stop clear of Approach signal and proceed on "Approach" indication. If signal does not assume Approach indication promptly, a member of the train crew will communicate with train dispatcher from telephone located in booth, Rosine.

Approach signal for southward trains is a continuous lighted signal. Southward trains, when in siding at Rosine will not pull out of siding until approach signal indicates "Approach".

Absolute signals and southward Approach signal are controlled by operator located in C.R.I.&P. passenger depot, Forrest City, who is advised of approaching trains by annunciator bell.

10-G. PARAGOULD:

When southbound Missouri Pacific trains are ready to depart from Paragould Yard members of crew will communicate with STLSW train dispatcher for authority to depart. After authority is obtained and yellow beacon light which is located on west side of Missouri Pacific track at south end of Paragould Yard is illuminated, trains may proceed and then be governed by signal indication.

Southern District

10-H. MONROE JCT.:

When "S" on Signal 5009-L is illuminated, trains and engines on Huttig Subdivision may open junction switch per Rule 292-A, and after switch is open, may move by signal indication superseding the superiority of trains from this signal to Southward Interlocking Absolute Signal 5009-R, except if Signal 5009-L displays "STOP" after switch is open, switch must be restored to normal position and Operator at IC Tower contacted.

10-I. Alexandria between Texmo Jct. and Alexandria Yard, trains and engines will be governed by Texas District Timetable Special Instructions and General Orders.

10-J. HOT SPRINGS:

Southward first-class trains arriving Hot Springs will back into passenger station from south wye switch.

11. RULES GOVERNING MO-PAC AND MO-ILL RR TRAINS AND ENGINES OVER FOREIGN RR.

11-A. Operation over S.L.S.W. tracks between Paragould and Illmo is governed by Uniform Code of Operating Rules, S.L.S.W. Timetables, Special Instructions and General Orders.

11-B. Charleston Subdivision Trains must secure authority from S.L.S.W. Train Dispatcher before occupying track leading from Track No. 3 to S.L.S.W. Siding and before fouling S.L.S.W. Siding at Delta.

11-C. Between St. Louis Union Station and Valley Jct., use of Terminal R. R. Assn. and St. Louis Municipal Bridge Railway tracks: Train and engine men using these tracks will be governed by Terminal R. R. Assn. and St. Louis Municipal Bridge Railway Rules and Special Instructions.

11-D. Between North Junction and Illmo, via Southern Illinois & Missouri Bridge Company tracks: Train and engine men using these tracks will be governed by Uniform Code of Operating Rules and SI&MBCo Special Instructions.

11-E. Between North Junction and Bridge Junction (Single Track) signaled for traffic in both directions, via S.I.&M.B. Company tracks: Train and engine men using these tracks will be governed by Uniform Code of Operating Rules and S.I.&M.B. Co. Special Instructions.

11-F. Between Pinckneyville and Pyatt; Use of Illinois Central tracks: Train and engine men will be governed by Illinois Central Timetable, Rules and Special Instructions.

11-G. Use of Illinois Central R. R. tracks between Branch Junction and I. C. Junction: Train and engine men will be governed by Illinois Central R. R. Timetables, Rules and Special Instructions.

11-H. Use of Arkansas & Memphis Railway Bridge and Terminal Company's tracks between Briark and Kentucky Street, Memphis: Trains and engines will be governed by Uniform Code of Operating Rules, Special Instructions and General Orders of the Arkansas & Memphis Railway Bridge and Terminal Company. Engines of eastbound freight train stopping their train west of Signal 3779 for the purpose of making setouts at Kentucky Street must not, after returning to their train from setout that has been made, pass Signals Nos. 18 and 20 for further eastward movement of their train until these signals display proceed indications. Locations of signals above mentioned are shown on sketch map of Arkansas and Memphis Railway Bridge and Terminal Company Special Instructions No. 5. The above instructions will also apply to helper engines going after trains that may have been stalled on the bridge.

11-I. Use of SLSF Ry. tracks between SLSF connection at Kentucky Street, Memphis, and the Union Railway connection east of Florida Street, Memphis: Trains and engines will be governed

Southern District

11-I.—Continued

by instructions contained in Special Instructions of both the Arkansas & Memphis Railway Bridge and Terminal Company and the Union Railway. Train Order Signal at Kentucky St., Memphis Tenn., does not apply to MoPac trains. Spring switch located where west leg of Central Station Wye leads out of northward main track just west of IC Crossing, Frisco rails, Memphis, will be normally lined for movement to the Wye track and is equipped with an electric switch lamp which will display yellow light when switch is lined for the Wye track and red light when points are open $\frac{1}{4}$ inch or more, protecting facing point movements only. If red light or no light displayed in this lamp, trainmen must examine switch from ground position to see that points fit properly and are lined for movement desired.

11-J. Use of Union Railway tracks between Union Railway connection near Florida Street, Memphis, and Memphis Union Station Company tracks at Sargent Yard: Trains and engines will be governed by the Uniform Code of Operating Rules, Special Instructions and General Orders of the Union Railway Company.

11-K. Use of Memphis Union Station Company tracks, Memphis: Trains and engines will be governed by Special Instructions and General Orders of the Memphis Union Station company.

11-L. Use of Texarkana Union Station Trust tracks, Texarkana: Missouri Pacific trains and engines use tracks of the Texarkana Union Station Trust at Texarkana, which tracks extend from Missouri Pacific Signal No. 4900, located 1900 ft. north of Midway over tracks 1, 2, 3, 4, 5 and 6 at Union Station, Texarkana, to first Crossover north of Texas Viaduct, which is 1600 ft. south of Midway at Union Station and includes tracks 1, 2, 3, 4, 5 and 6 opposite Union Station, Texarkana. All trains operated on and within limits of above described tracks will be governed by the following instructions: "Within the limits of The Texarkana Union Station Trust property there is no superiority of trains, and all trains or engines must be run at restricted speed, but not exceeding 10 MPH and have engine bell ringing when entering or moving through these tracks, expecting to find them occupied.

11-M. Use of CRI&P Tracks between Briark and CRI&P Junction: Trains and engines will be governed by The Uniform Code of Operating Rules, CRI&P Timetable, Special Instructions and General Orders. General Order Books at Marianna, Lexa and Sargent Yard.

11-N. Operation over the StLSW between PG Junction and JN Junction. Be governed by Uniform Code of Operating Rules StLSW Timetable and Special Instructions.

11-O. Missouri-Illinois trains will use SLSF between St. Genevieve and Rockview. Be governed by SLSF timetable, Rules, and Special Instructions.

12. OPERATION OF RIVER TRANSFER:

Crews handling River Transfer between Vidalia, Louisiana and Natchez, Mississippi will be governed by Natchez & Southern RR General Orders located at Vidalia and Natchez.

13. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIMETABLE:

Name	Mile Post Location	Capacity
Desoto Subdiv.:		
Koch.....	11.19	9 cars
Bussen Spur.....	11.61	35 cars
Whitehouse.....	16.09	4 cars
Hillcrest.....	17.88	Union Elec. Yard
Kimmswick.....	20.83	12 cars
Victoria.....	39.04	7 cars
Tiff.....	53.96	8 cars
Lopez.....	84.10	10 cars
Hogan.....	96.07	30 cars
Leeper.....	133.16	10 cars
Keener.....	150.04	25 cars

Southern District

13.—Continued

Name	Mile Post Location	Capacity
Poplar Bluff Subdiv.:		
Hunterville.....	198.74	5 cars
Gray Ridge.....	200.23	3 cars
Buckeye.....	217.36	5 cars
Charleston Subdiv.:		
Newman Spur.....	160.23	20 cars
Potosi Subdiv.:		
Lumtie Spur.....	62.08	7 cars
Lawood Spur.....	63.50	4 cars
Chester Subdiv.:		
Kise.....	13.34	6 cars
Warnock.....	15.17	12 cars
Fountain.....	17.58	8 cars
Maeystown.....	27.94	14 cars
Fults.....	33.63	12 cars
Renault.....	37.23	9 cars
Modoc.....	45.82	9 cars
Menard.....	60.52	Prison Tracks
Sand Pit.....	63.02	5 cars
Jones Ridge.....	74.63	5 cars
Jacob.....	80.95	10 cars
Howardton.....	90.59	6 cars
Powder Plant.....	98.56	20 cars
Wolf Lake.....	99.76	15 cars
Ware.....	104.09	12 cars
Potts.....	106.75	6 cars
Reynoldsville.....	109.81	18 cars
Mt. Vernon Subdiv.:		
Streamline Lead.....	77.87	100 cars
East & West Subdiv.:		
Charco.....	91.12	10 cars
Hallidayboro.....	102.05	50 cars
Bush Subdiv.:		
Zeigler.....	114.70	7 cars
Cairo Subdiv.:		
Clay.....	122.26	2 cars
Cape Girardeau Subdiv.:		
Beck.....	124.66	4 cars
Bonne Terre Subdiv.:		
P. P. G. Co. Conn.....	4.18	20 cars
McClay Spur.....	6.27	12 cars
Ag-Nit Spur.....	8.03	4 cars
McDowell Spur.....	32.33	5 cars
Dolly Siding.....	34.00	22 cars
St. Francois.....	36.43	5 cars
Elvins.....	38.36	18 cars
Sparta Subdiv.:		
Lake Refining Co. Spur.....	1.88	13 cars
Cascade Refining Co.....	2.31	16 cars
Shell Oil Co. Spur.....	3.59	10 cars
Sohio Corp. Spur.....	5.92	9 cars
Robinett.....	6.35	20 cars
Shirley.....	15.82	12 cars
Noltings.....	18.22	11 cars
H. Schaeffer Spur.....	20.76	1 car
Aussieker Track.....	23.00	8 cars
Huegely Elevator.....	26.90	7 cars
Toedte Spur.....	31.06	1 car
Meinert.....	30.91	10 cars
Standard Oil Spur.....	32.32	4 cars
Public Loading Spur.....	32.92	6 cars
Kempside.....	35.56	3 cars

Southern District

13.—Continued

Name	Mile Post Location	Capacity
Sparta Subdiv.—Continued		
Cordes.....	37.62	18 cars
Schulines Loading Spur.....	60.79	2 cars
Schulines.....	60.82	32 cars
Walsh.....	64.62	15 cars
Collins.....	75.80	2 cars
Roots Team Spur.....	76.90	6 cars
Hoxie Subdiv.:		
Harviell.....	173.00	25 cars
Minturn.....	232.44	11 cars
Higginson.....	299.77	15 cars
Garner.....	305.48	5 cars
McRae.....	308.20	10 cars
Ward.....	317.60	20 cars
Valentine.....	336.17	10 cars
Memphis Subdiv.:		
Rio Vista.....	293.63	19 cars
Patterson.....	307.33	12 cars
Morton.....	315.19	10 cars
Foley.....	319.87	9 cars
McManus.....	322.83	6 cars
Hamlin.....	324.77	15 cars
Budsmith.....	336.50	10 cars
McDonald.....	344.11	20 cars
Smithdale.....	348.91	14 cars
Vincent.....	363.17	18 cars
Ebony.....	365.76	9 cars
Wylie.....	366.41	5 cars
Presley.....	369.96	40 cars
Little Rock Subdiv.:		
Mabelvale.....	355.01	8 cars
Bryant.....	362.74	10 cars
Perla.....	386.73	25 cars
Daleville.....	410.09	15 cars
Gum Springs.....	415.58	Yard
Bierne.....	430.11	12 cars
Post Pipe Spur.....	486.10	200 cars
Hot Springs Subdiv.:		
Martin Spur.....	372.92	5 cars
McClendon Spur.....	392.70	3 cars
Mountain Pine Spur Track.....	410.21	Yard
Benton Subdiv.:		
Bannister.....	379.85	7 cars
Wampler.....	410.04	2 cars
Gurdon Subdiv.:		
Barringer.....	431.58	10 cars
Whelen Springs.....	432.86	15 cars
Sayre.....	438.74	23 cars
Chidester.....	444.79	10 cars
Elliott.....	469.09	18 cars
Gulfdorado.....	489.09	16 cars
Norman Subdiv.:		
Summitt.....	433.14	9 cars
Kathleen.....	444.45	5 cars
Majors.....	461.88	6 cars
Bird's Mill.....	478.92	7 cars
Doniphan Subdiv.:		
Owenmont.....	197.64	8 cars
Pine Bluff Subdiv.:		
Dixie.....	351.00	5 cars
Drury.....	351.11	11 cars
Woodson.....	362.86	9 cars
Redfield.....	368.92	12 cars

Southern District

13.—Continued

Name	Mile Post Location	Capacity
Pine Bluff Subdiv.—Continued		
Fairfield.....	394.72	12 cars
Cottondale.....	397.90	5 cars
Noble Lake.....	398.70	12 cars
Tamo.....	405.68	15 cars
Varnier.....	415.00	31 cars
Reedville.....	424.90	17 cars
Yukon.....	434.29	3 cars
Winchester.....	435.70	12 cars
McGehee Subdiv.:		
Jerome.....	424.85	56 cars
Boydell.....	427.70	10 cars
Jones.....	457.25	20 cars
Wham.....	486.63	6 cars
Hancock.....	489.33	40 cars
Porcupine.....	490.80	31 cars
Frizzell.....	494.16	2 cars
Monroe Subdiv.:		
Maidco.....	508.31	7 cars
Cobb.....	508.41	5 cars
Pulpwood.....	532.54	8 cars
Standard.....	546.90	42 cars
Selma.....	563.69	22 cars
Mudville.....	565.27	12 cars
Christie Spur.....	577.97	100 cars
Camp Beauregard Spur from Tioga.....	592.53	100 cars
Camp Stafford.....	594.90	37 cars
Collinston Subdiv.:		
Sandy Bend.....	509.66	13 cars
Bolding.....	520.44	14 cars
White, Ark.....	536.08	56 cars
Vaughn.....	540.75	18 cars
Stevenson.....	543.19	8 cars
W. Siding, La.....	547.95	44 cars
Upland.....	557.43	6 cars
Jonesburg.....	574.54	6 cars
Archibald.....	586.80	12 cars
Chase.....	605.51	20 cars
Gilbert.....	609.51	24 cars
Peck.....	618.25	13 cars
Lake Providence Subdiv.:		
Trippe.....	412.18	24 cars
Yellow Bayou.....	428.89	3 cars
Jennie.....	436.42	6 cars
Stanocola.....	448.46	22 cars
Mignon.....	465.37	6 cars
Fisher.....	469.11	6 cars
Hollybrook.....	474.49	11 cars
Grimes.....	480.03	4 cars
Bomer.....	483.91	11 cars
Roosevelt.....	485.87	12 cars
Talla Bena.....	491.81	3 cars
Chicago.....	500.65	12 cars
Somerseset.....	516.01	15 cars
Goldman.....	544.40	12 cars
Rogers Spur.....	548.79	4 cars
Azucena.....	549.48	18 cars
Huttig Subdiv.:		
Gravel Spur.....	535.48	8 cars
Upco.....	547.60	12 cars
Loch Lomond.....	553.62	10 cars

13.—Continued

Name	Mile Post Location	Capacity
Eudora Subdiv.:		
Indian.....	451.07	4 cars
Chickasaw.....	457.78	2 cars
Warner Starch Co. Spur.....	466.75	14 cars
Pioneer.....	474.29	16 cars
Warren Subdiv.:		
Collins.....	430.40	20 cars
Cominto.....	434.03	15 cars
Killin.....	442.48	22 cars
Allis.....	452.36	12 cars
Wynne Subdiv.:		
Whitehall.....	262.47	21 cars
Cherry Valley.....	267.86	18 cars
Colt.....	286.89	26 cars
Haynes.....	303.96	10 cars
Felton.....	310.03	16 cars
LaGrange.....	321.20	16 cars
Wabash.....	341.18	20 cars
Tugwell.....	341.69	8 cars
Ragan.....	348.20	15 cars
Countiss.....	349.76	6 cars
Ratio.....	352.95	15 cars
Catron.....	355.24	13 cars
Lundell.....	358.61	10 cars
Mosby.....	359.38	10 cars
Crumrod.....	361.70	10 cars
Deerfield.....	366.09	10 cars
Vestal.....	377.43	25 cars
Schatz.....	382.83	40 cars
Kelso.....	393.79	8 cars
Duce.....	394.93	60 cars
Rohwer.....	396.48	10 cars
Marianna Subdiv.:		
Sudan.....	320.14	5 cars
Tongin.....	324.01	8 cars
Penjur.....	337.16	4 cars
Chatfield.....	339.32	25 cars
Mallory.....	340.50	15 cars
Simsboro.....	341.98	15 cars
Amanca.....	352.00	7 cars
Helena Subdiv.:		
Wycamp.....	329.65	4 cars
Barton Subdiv.:		
Poplar Grove.....	334.49	3 cars
Yeager.....	354.98	15 cars

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

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

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

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

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

14.—Continued

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

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

3. OPERATING DIESEL ENGINES THROUGH WATER:

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

4. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

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

5. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

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

6. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

Employees must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

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

Diesel units equipped with safety control foot pedal valve cut-out cock which is located on right side of unit under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out safety control foot pedal while engaged in yard switching or station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 Brown Book. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

8. MAINTAINING POSITION OF AUTOMATIC BRAKE:

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

9. BACK-UP MOVEMENTS:

To avoid possibility of jack-knifing between diesel units on a back-up move when shoving 20 or more cars, the following precautions must be taken:

A. With three units or less in locomotive consist, no special precautions necessary and full power may be used on all units.

B. With four or more units in the locomotive consist, power must be used only on the three (3) units next to the train all other units in the consist must be taken 'off line'.

The above instructions apply to all classes and types of locomotive units used in freight service. If the train or cut of cars cannot be handled with power limited as outlined, it will be necessary to reduce the train sufficiently to permit the back-up move.

Southern District

14.—Continued

10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

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

15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED:

Rule 2. That portion of Rule 2 requiring employes to submit watches for inspection monthly is cancelled. See Circular 43-E for special time instructions.

Rule 12(j): Five minute yellow fuses may be used in lieu of green fuses but must not be used within interlocking limits, except as provided for by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen is authorized and fulfills the requirements of the rule.

Rule 19(a). Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a): The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagman:

Day Signals/A red flag
{ Not less than 10 torpedoes and 6 red fuses

Night Signals/A white light
{ Not less than 10 torpedoes and 6 red fuses."

Rule 99(j) does not apply to engines moving light.

Rule 104(8): In addition to the present requirements, the following sentence is added: "On trains or engines entering a track protected by derails, the employe handling the switch will handle the derail before lining the switch for such movement."

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(d) is changed to read:

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

1 red flag
1 white light
8 torpedoes
6 red fuses"

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

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

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

Head brakeman on freight trains will ride in lead unit.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

Southern District

16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.
2. Approach Orders (Form X) is authorized on all subdivisions.

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

8:35 AM until 5:35 PM Approach (————) Gang between MP 21 and MP 21 Pole 30 prepared to stop and proceed on hand signal given with a yellow flag. After proceed signal given with yellow flag received maximum speed may be resumed.

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

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag is received.

When proceed signal given with a yellow flag is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until outer limit of order is passed.

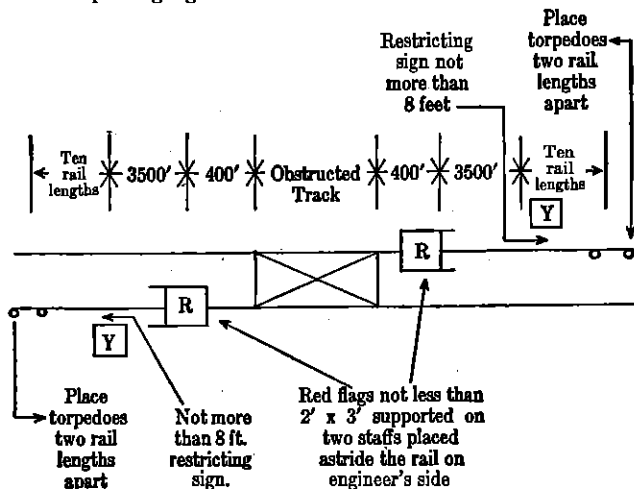
3. Approach Order (Form X-S):

The Form X-S train order may be used to afford protection of workmen without furnishing flag protection. Train order to be in following form:

"7:01 AM until 4:01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

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

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

The maximum length of track protected by Form X-S order will not exceed one mile.

16.—Continued

Form X-S train order may be used on following sub-divisions:

Potosi	Pea Ridge
Jackson	Doniphan
Cairo	Delight
Cape Girardeau	Benton
Hoffman	Norman
Bonne Terre	Nashville
Charleston	Warren
Poplar Bluff	Eudora
(Between Dexter and	Huttig
Charleston, Only)	Collinston
Mt. Vernon	Hamburg
(Between Pinckneyville	Lake Providence
and Mt. Vernon only)	Barton
Ste. Genevieve	Marianna

17. LOUISIANA PUBLIC SERVICE COMMISSION FLAGGING RULES:

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

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

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

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

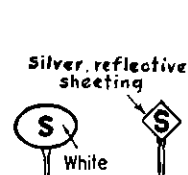
(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

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

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

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

ROADWAY SIGNS



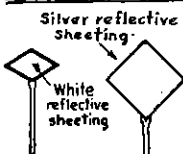
STATION ONE MILE SIGN

See Rule 14 (m)
(One mile from station first switch of siding, whichever is nearer, on single track in from under territory. Not to be used on branch lines)



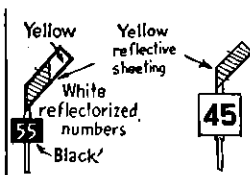
HIGHWAY GRADE CROSSING WHISTLE SIGN

1370 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.
See Rule 14 (l)



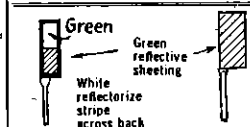
RAILROAD CROSSING-JUNCTION-DRAWBRIDGE

(except when protected by interlocking),
ONE MILE SIGN
See Rule 98



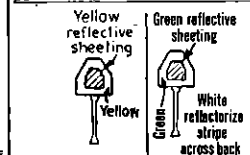
PERMANENT SPEED RESTRICTION SIGN

See Rule 10 (h) and Timetable Special Instructions Section 3



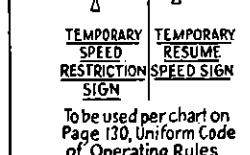
PERMANENT RESUME SPEED SIGN

See Rule 10 (h)
Used in connection with Permanent Speed Restriction Sign



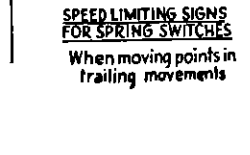
TEMPORARY SPEED RESTRICTION SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules
See Rule 10 (g)



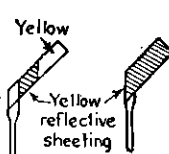
TEMPORARY RESUME SPEED SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules
See Rule 10 (g)



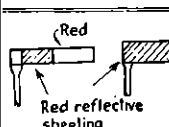
SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



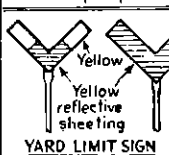
APPROACH SIGN

See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



STOP SIGN

At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



YARD LIMIT SIGN

See Rule 93



SWITCHING LIMIT SIGN

Used to designate Switching Limits in signal indicating territory where Rule 93 does not apply

LOCATION OF HOSPITALS, EMERGENCY STATIONS, DOCTORS, DIVISION AND LOCAL SURGEONS

HOSPITAL..... St. Louis, Mo
HOSPITAL..... Little Rock, Ark.

EMERGENCY STATIONS

Alexandria, La.
Bonne Terre, Mo.
Centralia, Ill.
Dupu, Ill.
Gurdon, Ark.
Helena, Ark.
Hot Springs, Ark.
Hurst, Ill.

Ilmo, Mo.
McGehee, Ark.
Monroe, La.
Paragould, Ark.
Pine Bluff, Ark.
Poplar Bluff, Mo.
Texarkana, Ark.

DOCTORS

(Medical Examiners for Examination of All Applicants, Except as Noted)

- | | | |
|---|--|--|
| Alexandria, La.
R. B. Wallace, Sr.
R. B. Wallace, Jr.
J. A. White, Jr.
W. M. McBride
M. B. Pearce
H. H. Hardy, Jr.
R. P. Foster
★ ★ R. Craig | Columbia, La.
★ ★ D. O. Sherman
★ ★ E. L. Carroll | Glenwood, Ark.
★ ★ M. H. Wilmoth |
| Arkadelphia, Ark.
★ ★ J. W. Kennedy
★ ★ P. R. Anderson | Chester, Ill.
E. R. May
I. D. Newmark
★ ★ M. Zimlyn | Gorham, Ill.
M. J. Hughes |
| Bastrop, La.
★ ★ W. V. Sarnier
★ ★ F. B. Ogden | Clarendon, Ark.
★ ★ B. F. Rupsta | Gould, Ark.
★ ★ C. W. Dixon |
| Bald Knob, Ark.
★ ★ T. L. Adair | Clarendon, Ark.
★ ★ J. Q. Cash | Gurdon, Ark.
A. W. Thompson
★ ★ G. R. Peeples
R. E. Pinkerton |
| Beebe, Ark.
★ ★ J. D. Kinley
★ ★ D. W. Sloan | Columbia, Ill.
E. W. Gebhardt
★ ★ G. Dundon | Hamburg, Ark.
F. M. Dulaney |
| Belleville, Ill.
★ ★ E. F. Norbet
★ ★ C. E. Burpo | Crawfordsville, Ark.
★ ★ T. S. Hare | Harrisburg, Ark.
★ ★ J. Uenser |
| Benton, Ark.
★ ★ C. W. Jones | Dermott, Ark.
★ ★ M. E. Smith
★ ★ H. W. Thomas | Helena, Ark.
C. P. McCarty
W. T. Paine |
| Benton, Ill.
★ ★ H. L. Lewis | De Soto, Mo.
★ ★ H. E. Donnell
C. E. Fallet
K. V. McKinstry | Herculaneum, Mo.
★ ★ E. J. Senn
E. A. Senn |
| Bismarck, Mo.
★ ★ E. M. Popp | Dexter, Mo.
★ ★ T. L. Waddle | Herrin, Ill.
★ ★ W. L. Kane |
| Bonne Terre, Mo.
V. W. Taylor
J. Mullen
M. T. Shaw | Doniphan, Mo.
★ ★ F. Johnson | Hope, Ark.
★ ★ J. W. Branch
★ ★ J. McKenzie |
| Brinkley, Ark.
★ ★ E. McKnight
★ ★ C. McKnight | Dumas, Ark.
★ ★ H. A. Rands | Hot Springs, Ark.
A. H. Tribble
★ ★ L. G. Martin
★ ★ E. M. Smith |
| Cairo, Ill.
★ ★ F. Bondurant
★ ★ F. S. Comer | Dupo, Ill.
★ ★ R. G. Guerra
★ ★ G. R. Guerra | Hughes, Ark.
★ ★ E. J. Chaffin |
| Cabot, Ark.
★ ★ C. Y. Washburn | East St. Louis, Ill.
★ ★ V. P. Siegel
★ ★ J. W. Compton | Huret, Ill.
P. M. Biason |
| Camden, Ark.
★ ★ R. B. Robins
★ ★ J. P. McAlister
★ ★ T. J. Meek | El Dorado, Ark.
J. B. Wharton, Sr.
J. B. Wharton, Jr.
★ ★ J. H. Pinson | Ironton, Mo.
B. M. Bull
★ ★ R. E. Harland |
| Cape Girardeau, Mo.
H. V. Ashley, Jr. | Eudora, Ark.
★ ★ W. J. Weaver | Jackson, Mo.
★ ★ E. F. McDonald |
| Centralia, Ill.
J. C. Hall
H. J. Levine | Ferriday, La.
L. P. Coleman | Johnson City, Ill.
★ ★ H. G. Hempler |
| Charleston, Mo.
★ ★ W. L. Davis
★ ★ R. L. Frazier | Flat River, Mo.
Paul Dennis | Jonesboro, Ark.
★ ★ J. C. Faris |
| | Fredericktown, Mo.
S. C. Slaughter
★ ★ C. E. Michaelis | Kensett, Ark.
★ ★ J. J. Danner |
| | Forrest City, Ark.
★ ★ C. L. Crowley | Lake Providence, La.
★ ★ J. P. Davis
★ ★ D. F. Davis |

Southern District