

**MEDICAL OFFICERS AUTHORIZED TO GIVE  
ALL PHYSICAL EXAMINATIONS EXCEPT  
PRE-EMPLOYMENT EXAMINATIONS AND TO  
TREAT ON DUTY INJURIES**

**Henry M. Carney, M. D.**  
Collom and Carney Clinic  
619 Main St.  
Texarkana, Texas

**T. G. Price, M. D.**  
**R. A. Hays, M. D.**  
411 S. State  
Wynne, Ark.

**James E. Veater, M. D.**  
634 Center Street  
Bismarck, Mo.

**Tom J. Meek, M. D.**  
415 Hospital Drive  
Camden, Arkansas

**Jack Q. Cash, M. D.**  
**B. C. Page, M. D.**  
602 West 2nd Street  
Corning, Arkansas

**H. W. Thomas, M. D.**  
Dermott, Arkansas

**Charles E. Fallet, M. D.**  
108 North Main St.  
DeSoto, Missouri

**J. B. Wharton, Jr., M. D.**  
516 West Faulkner  
El Dorado, Arkansas

**Lee B. Parker, M. D.**  
Wolfe Building  
McGehee, Arkansas

**E. M. Vogt, M. D.**  
115 South Second St.  
Ferriday, Louisiana

**Giles A. Sexton, M. D.**  
219 North Rosser  
Forrest City, Arkansas

**T. Thomas Warren, M. D.**  
121A High Street  
Potosi, Missouri

**Van W. Taylor, M. D.**  
**Jack Mullen, M. D.**  
33 North Allen  
Bonne Terre, Missouri

**George W. Warren, M. D.**  
P. O. Box W  
Smaekover, Arkansas

**I. D. Newmark, M. D.**  
**Milton Zernlyn, M. D.**  
200 West Stacey Street  
Chester, Illinois

**Major E. Smith, M. D.**  
101 W. Peddicord St.  
Dermott, Arkansas

**Harold E. Donnell, M. D.**  
12 Boyd Street  
De Soto, Missouri

**Orvall E. Riggs, M. D.**  
806 Jeter Drive  
Jonesboro, Arkansas

**J. H. Burge, M. D.**  
**A. G. Talbot, M. D.**  
Lake Village Infirmary  
Lake Village, Arkansas

**W. J. Weaver, M. D.**  
Eudora, Arkansas

**Andrew R. Esposito, M. D.**  
**R. M. Rodriguez, M. D.**  
106 South 14th St.  
Murphysboro, Illinois

**Pinckneyville Medical Group**

**C. E. Cawvey, M. D.**  
**W. L. Culpepper, M. D.**  
**J. A. Mathis, M. D.**

**Geo. D. Mohr, M. D.**  
Pinckneyville Clinic Bldg.  
206 North Main Street  
Pinckneyville, Illinois

**G. H. DeGenova, M. D.**  
Medical Arts Bldg.  
Ste. Genevieve, Mo.

**Ralph F. Joseph, M. D.**  
Medical Arts Bldg.  
Walnut Ridge, Arkansas

**R. C. Lanning, M. D.**  
Ste. Genevieve, Mo.

**G. M. Little, M. D.**  
Seargent Prentiss Drive  
Natchez, Mississippi

**SAFETY FIRST**



**MISSOURI PACIFIC  
RAILROAD COMPANY**

**SOUTHERN DISTRICT  
MISSOURI, ARKANSAS, LOUISIANA  
AND LITTLE ROCK TERMINAL  
DIVISIONS AND  
MISSOURI - ILLINOIS R. R.**

**TIMETABLE  
No. 3**

**Effective 12:01 a. m. Sunday, March 21, 1965**

**CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT OF  
EMPLOYEES 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.**

**N. W. DERRYBERRY, Supt. Transportation.**

**J. G. SHEPPARD, General Manager.**

**K. D. HESTES, Assistant General Manager.**

## DIVISION OFFICERS

### MISSOURI DIVISION & MO-ILL RAILROAD

F. E. FLETCHER..... Superintendent..... Poplar Bluff, Mo.  
 J. A. AUSTIN..... Trainmaster..... Poplar Bluff, Mo.  
 L. J. BRUPBACHER.. Trainmaster..... Chester, Ill.  
 J. E. McVEY..... Chief Dispatcher... Poplar Bluff, Mo.  
 C. R. DODSON..... Chief Dispatcher..... Chester, Ill.  
 B. R. SNYDER..... Master Trains  
 & Track..... Ste. Genevieve, Mo.  
 C. T. SAMS..... Road Foreman of  
 Engines..... Poplar Bluff, Mo.  
 J. W. DENT..... Road Foreman of  
 Engines..... Chester, Ill.

### LITTLE ROCK TERMINAL DIVISION

K. M. CONVERSE.... Superintendent.... Little Rock, Ark.  
 W. B. NEEDHAM.... Trainmaster..... Little Rock, Ark.  
 C. A. PETERS..... Trainmaster..... Little Rock, Ark.  
 R. R. FRITTS..... Asst. Trainmaster.. Little Rock, Ark.

### ARKANSAS DIVISION

H. D. HUFFMAN.... Superintendent.... Little Rock, Ark.  
 J. E. BERNHARDT... Asst. Supt..... Memphis, Tenn.  
 J. D. WALLACE.... Trainmaster..... Little Rock, Ark.  
 L. D. ALCORN..... Trainmaster..... Newport, Ark.  
 S. R. WALL..... Trainmaster..... Texarkana, Ark.  
 D. H. MENG..... Asst. Trainmaster.. Memphis, Tenn.  
 R. B. SCHOULTZ... Asst. Trainmaster.. El Dorado, Ark.  
 J. F. SERRETT.... Chief Dispatcher.. Little Rock, Ark.  
 L. J. ALLEN..... Road Foreman of  
 Engines..... Little Rock, Ark.  
 J. M. SPURR..... Road Foreman of  
 Engines..... Little Rock, Ark.

### LOUISIANA DIVISION

G. W. STONE..... Superintendent..... Monroe, La.  
 D. L. HALFERTY.... Trainmaster..... McGehee, Ark.  
 W. J. FARRELL.... Trainmaster..... Monroe, La.  
 D. W. WELCH..... Asst. Trainmaster.. Pine Bluff, Ark.  
 D. C. CONWAY.... Asst. Trainmaster..... Ferriday, La.  
 J. F. SERRETT.... Chief Dispatcher.. Little Rock, Ark.  
 L. W. DAY..... Road Foreman of  
 Engines..... Monroe, La.

Southern District

### EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
  - Ⓑ—Radio Base Station.
  - Ⓓ—Diesel Fuel Oil.
  - Ⓔ—Draw Bridge.
  - Ⓒ—Gate—Normal position against conflicting route.
  - Ⓖ—Gate—Normal position against this Sub-div.
  - Ⓜ—Manual Interlocking.
  - Ⓢ—Stop Sign.
  - Ⓙ—Turntable or Wye.
  - Ⓦ—Water.
  - Ⓧ—Railroad Crossing at Grade.
  - Ⓨ—Yard Limits.
  - \*—Mail Crane.
  - ∠—Equilateral Turnout.
  - §—Track Scale.
  - n*—Northward
  - s*—Southward
  - Ⓢ—Train Order Office.
  - Ⓧ—Crossover between main tracks—Dual Control Switches.
- Register Stations are shown in full-faced type.

When the letters CTC are shown herein they designate territory where Rules 400 to 406 inclusive are in effect governing opposing and following movement of trains and engines by block signals.

In ABS territory, Rule 99 (j) effective.

### 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.
- b*—Stop for revenue passengers off from St. Louis and on for Little Rock and beyond.
- d*—Stop revenue passengers off from Longview and beyond.
- 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
70.....	0	51
75.....	0	48
79.....	0	46

Southern District

TRAINS SOUTHWARD			Mile Post	STATIONS	Slidings	TRAINS NORTHWARD		
FIRST CLASS						FIRST CLASS		
1	3	7				2	4	8
Pagr.	Pagr.	Pagr.				Pagr.	Pagr.	Pagr.
Daily	Daily	Daily				Daily	Daily	Daily
PM	PM	AM				AM	PM	PM
5 30	1 00	12 45		<b>ST. LOUIS UNION STATION</b> .....		8 30	5 45	11 00
5 59	1 31	1 14	9.54	JEFF. BARRACKS JCT. ....		7 50	4 45	10 16
			18.75	WICKES.....	90			
			26.50	RIVERSIDE.....T	90			
			27.39	PEVELY.....			f1 24	
			35.63	HEMATITE.....	90			
a6 35	a2 09	a1 55	42.23	DE SOTO.....	125	7 08	s4 04	9 28
			51.04	BLACKWELL.....	80		f3 50	
			57.03	CADET.....T	84		f3 42	
	a2 31		60.91	MINERAL POINT.....	80		f3 36	
	a2 40		69.57	IRONDALE.....			f3 25	
7 12	s2 50	s2 45	75.39	BISMARCK.....@DWT	80	6 32	s3 17	s8 49
			83.17	MIDDLEBROOK.....	80		f3 04	
7 27	s3 07	s3 03	88.69	ARCADIA-IRONTON...*		6 17	s2 54	s8 27
			91.84	TIP TOP.....	80			
			97.81	GLOVER.....			f2 38	
			100.12	CHLORIDE.....	80			
			107.99	ANNAPOLIS.....	80		f2 26	
			111.83	NORTH DES ARC.....			f2 20	
			117.74	GADS HILL.....	80			
8 10	a3 53	s3 50	124.45	PIEDMONT.....*	106	5 38	s2 01	s7 42
			134.53	MILL SPRING.....	80		f1 49	
	a4 15		145.40	WILLIAMSVILLE.....	80		s1 36	
			155.47	WILBY.....	80			
			164.67	PB JCT. @S. L.-S.F. @				
s9 00	s4 50	s4 55	165.53	POPLAR BLUFF..@DWT	Yd.	4 55	1 10	6 55
PM	PM	AM		162.33		AM	PM	PM

ABS — CTC between Jefferson Barracks Jct. and Poplar Bluff.

Two main tracks between PB Jct. and Poplar Bluff designated East track and West track.

Clearance is required by trains before leaving Poplar Bluff.

Be governed by St. Louis Terminal Division timetable between St. Louis and Jefferson Barracks Jct.

	MPH		MPH
	Pagr.	Frt.	
Maximum Speed (Except as shown below)	60	50	
MP 20 — MP 33	55	55	
MP 41-25 — MP 42-30	30	30	
MP 52 — MP 76 (Except as below)	55	55	
MP 52-38 — MP 54-20	45	45	
MP 101-18 — MP 101-35	55	55	
MP 106-13 — MP 107-38	45	45	
MP 108-22 — MP 109-30	55	55	
Maximum Speed Con't. MP 119 — MP 165 (Except as below)	55	55	
MP 125-38 — MP 126-13	40	40	
MP 129-20 — 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 165-34	20	20	

Mile Post	TIMETABLE 3	Slidings	Maximum Speed	Pagr.	Frt.
	<b>SOUTH - STATIONS - NORTH</b>				
0.00	VALLEY JCT.....		MP 0 — MP 85	60	50
0.20	ST. L. S. W. Connection		MP 85 —		
4.31	NO. DUPO @ T.R.R.A. @		MP 119-19	60	60
6.08	DUPO.....@DTW	Yd.	(Except as below)		
7.18	SOUTH DUPO.....		MP 116-14 —		
9.41	@G. M. & O.....		MP 119-9 —	50	50
22.53	VALMEYER.....	112	MP 119-19	30	30
41.73	PRAIRIE DuROCHER @		MP 192-16 —		
47.71	FI JCT.....		MP 165-15	60	60
49.17	FLINTON.....	300	(Except as below)		
54.46	REILY LAKE.....	n125 s125	RX Jct.—Dexter		
61.56	CHESTER.....@WT	n125 s150	Jct.—Dexter	30	30
65.75	FORD.....	n141 s126	MO Jct.—RX Jct.	40	40
71.69	CORA.....	n135 s143	North Jct.: thru—		
76.39	RADDLE JCT.....		North Crossover	15	15
81.41	JA.....	I	South Crossover	10	10
84.21	GORHAM.....@WT	Yd.			
84.79	@L. C.....	A			
84.83	GO.....	I			
90.59	AA JCT.....				
95.07	BB JCT.....				
108.06	HH.....	I			
115.58	JJ.....	I			
117.53	GALE.....	Yd.			
119.33	NORTH JCT., ILL. @				
	ILLMO, MO.....				
192.54	MO JCT.....				
191.32	DEXTER JCT.....				
190.31	RX JCT.....				
190.11	DEXTER.....@	132			
178.73	IVES.....	175			
165.53	POPLAR BLUFF..@DW @T	Yd.			

ABS — Between Valley Jct. and Poplar Bluff.

CTC — Between Valley Jct. and Signal 1658, Poplar Bluff except between GM&O Crossing and FI Jct. and between MO Jct. and RX Jct., on West Track only, signal indication for movement with Current of Traffic.

Two main tracks designated East and West tracks between Valley Jct. and FI Jct.; Raddle Jct. and AA Jct.; BB Jct. and North Jct.; and between MO Jct. and RX Jct.

Trains moving against Current of Traffic between GM&O Crossing and FI Jct. and MO Jct. and RX Jct. must not exceed 49 MPH and be governed by Rule 99.

Southward trains originating Valley Jct. secure clearance.

Clearance must be received by Southward MP trains at South Dupo and Northward trains at Poplar Bluff.

Color light train order signal at South Dupo applies to StLSW and Missouri Illinois trains only.

Yard Limits — MP 165-22 to MP 166-4.

Operation between No. Jct. — Illmo over SI&MBCo. and between Illmo — MO Jct. — Dexter Jct. over StLSW.

4 HOXIE SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTHWARD				Mile Post	STATIONS
FIRST CLASS					
37	1	3	7		
Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily		
	PM	PM	AM		
	9 10	5 00	5 05	165.53	POPLAR BLUFF... @DTW&⊙
				170.00	PHD JCT. 4.47
		a 5 15	a 5 20	180.48	Neelyville, Mo. 10.48 T
		b 5 27	s 5 33	192.25	CORNING, ARK. 11.77 *⊙
		5 36		198.55	KNOBEL 6.30 *
				202.90	PEACH ORCHARD 4.35 *
				207.69	DELAPLAINE 4.79 *
				214.43	O'KEAN 6.74 *
				223.63	AA JCT. 9.20 *
				224.90	WALNUT RIDGE 1.27
	a 10 01	s 6 05	s 6 38	226.34	HOXIE @S.L.-S.F. 1.44 ⊙*⊙
				228.58	BXB JCT. 2.24
				238.94	ALICIA 10.36 *
			a 7 03	251.88	TUCKERMAN 12.94 *
				258.11	DOD JCT. 6.23 *
				259.41	DIAZ 1.30 T
	s 10 30	s 6 45	s 7 25	261.73	NEWPORT. 2.32 *⊙DTW&⊙
				263.94	CC JCT. 2.21
				269.82	OLYPHANT 5.88
				278.13	BRADFORD 8.31 *
PM				286.70	GG JCT. 8.57
10 20	10 55	s 7 20	a 7 53	288.41	BALD KNOB. 1.71 ⊙T*⊙
				289.70	JB. 1.29
				292.61	JUDSONIA 2.91 *
		a 7 30	s 8 05	296.45	KENSETT. 3.84 *
				298.43	HK. 1.98 I
				306.50	MG. 8.07 I
			a 8 20	312.73	BEEBE. 6.23 ⊙*
				319.25	WA. 6.52 I
	11 25			323.08	CABOT. 3.81 *
				330.74	JX. 7.68 I
				332.14	JACKSONVILLE. 1.40 T
				343.87	No. Little Rock. 11.53 ⊙DTW&⊙
				345.37	Ark. River. 1.70 ⊙⊙
s 11 30	s 11 55	s 8 30	s 9 30	345.68	LITTLE ROCK. 0.31 ⊙DTW⊙
PM	PM	PM	AM	180.15	

HOXIE SUBDIV.—ARKANSAS DIVISION 5

TRAINS NORTHWARD				Siding	STATIONS
FIRST CLASS					
2	4	8	38		
Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily		
	AM	PM	PM		
				Yd. s	POPLAR BLUFF. 4.47 4 45 s 12 50 s 6 45
					PHD JCT. 10.48
		f		160	NEELYVILLE, MO. 11.77 f 12 25
		s	d	160	CORNING, ARK. 6.30 s 12 10 d 6 13
		s			KNOBEL 4.35 s 12 01
				160	PEACH ORCHARD. 4.79 a 11 50
					DELAPLAINE 6.74 a 11 40
				160	O'KEAN. 9.20 a 11 30
					AA JCT. 1.27
					WALNUT RIDGE 1.44
	3 50	s 11 15	a 5 40	187	HOXIE @S.L.-S.F. 2.24
					BXB JCT. 10.36
				160	ALICIA. 12.94
				160	TUCKERMAN. 6.23 a 10 40
					DOD JCT. 1.30
					DIAZ. 2.32 T
	3 20	s 10 25	s 5 05	Yd.	NEWPORT. 2.21
					CC JCT. 5.88
				182	OLYPHANT. 8.31
		f		222	BRADFORD. 8.57 f 10 03
					GG JCT. 1.71 PM
	2 55	s 9 50	s 4 50	118	BALD KNOB. 1.29
					JB. 2.91
		s			JUDSONIA. 3.84 s 9 42
		s	m		KENSETT. 1.98 s 9 35 m 4 28 f 4 35
					HK. 8.07
					MG. 6.23
		s			BEEBE. 6.52 s 9 10
					WA. 3.81
		2 25			CABOT. 7.68
					JX. 1.40
					JACKSONVILLE. 11.53 m 8 45
				Yd.	North Little Rock. 0.71
					Ark. River. 0.31
	2 05	8 25	3 45		LITTLE ROCK. 180.15
	AM	AM	PM	PM	

ABS — CTC between Poplar Bluff and Little Rock.  
 Two Main Tracks: Designated East and West tracks between Poplar Bluff & PHD Jct., AA Jct. & BXB Jct., DOD Jct. & CC Jct., GG Jct. & Little Rock. — Trains originating at Poplar Bluff, No. Little Rock and Little Rock secure clearance. — No. Little Rock Train Order Office only for trains originating there.

Memphis Subdiv. trains and engines for northward movement on Hoxie Subdiv. at Bald Knob must secure permission of train dispatcher before occupying siding.

Mail cranes between stations are located at MP 180-22, MP 232-0, MP 244-10, MP 283-14, MP 305-20, MP 308-10, MP 317-30, MP 320-18.

Southern District

MPH		MPH	
Psg. Frt.	Maximum Speed:	Psg. Frt.	Maximum Speed Con't.
79 60	(Except as below)	79 60	MP 333-8 — MP 333-22
50 50	MP 187-20 — MP 170-0	50 50	MP 340-30 — MP 345-5
50 50	MP 224-15 — MP 227-30	50 50	MP 345-5 — MP 345-7
79 50	MP 258-4 — MP 263-38	79 50	
65 50	(Except as below)	65 50	BUSINESS TRACKS
40 40	MP 258-39 — MP 260-15	40 40	Harviell 173.00 18
40 40	MP 261-20 — MP 262-16	40 40	Minturn 232.44 14
79 60	MP 263-38 — MP 345-7	79 60	Higginson 299.77 15
35 35	(Except as below)	35 35	Garner 305.48 5
65 50	MP 264-3 — MP 264-5	65 50	McRae 308.20 10
40 40	MP 268-19 — MP 266-31	40 40	Ward 317.60 20
55 50	MP 288-5 — MP 288-25	55 50	Valentine 336.17 6
	MP 292-27 — MP 293-3		

Southern District

**6 LITTLE ROCK SUBDIV.—ARKANSAS DIVISION**

TRAINS SOUTHWARD			Stations	Mile Post	TRAINS NORTHWARD		
FIRST CLASS					FIRST CLASS		
3	7	1			4	8	2
Psg.	Psg.	Psg.			Psg.	Psg.	Psg.
Daily	Daily	Daily	Daily	Daily	Daily		
PM	AM	AM	AM	PM	AM		
8 50	11 25	12 20	Yd. Little Rock... @DWT	345.68	\$7 40	\$3 30	\$1 50
			0.38				
			@C.R.I.&P. ④	346.06			
			5.37				
			ENSGN ①	351.73			
			7.18				
			ALEXANDER ①	358.91			
			5.27				
		102	BAUXITE JCT. ①	364.18			
			4.15				
			BN JCT. ①	368.33			
			0.40				
9 15	\$11 49	12 45	BENTON... WT* ①	368.73	\$7 00	2 50	1 15
			1.52				
			MM JCT. ①	370.25			
			3.09				
		227	HASKELL @C.R.I.&P. ①*	373.34			
			3.89				
		119	TRASKWOOD ①	377.32			
			7.34				
		125	GILFORD ①	384.66			
			4.10				
\$ 9 40	\$12 10	1 05	160 MALVERN @CRI&P@TW ①	388.76	\$6 40	\$2 30	12 57
			10.87				
		125	DONALDSON ①*	399.63			
			6.03				
		125	WITHERSPOON ①	405.66			
			5.36				
\$10 05	\$12 35		125 ARKADDELPHIA ①	411.02	\$6 10	\$2 03	
			11.32				
			RR JCT. ①	422.34			
			3.96				
\$10 30	\$12 55	1 40	Yd. GURDON... I @DWT ①	426.30	\$5 55	\$1 46	12 22
			3.00				
			BCD JCT. ①	420.30			
			8.32				
		165	BOUGHTON ①	437.62			
			4.80				
\$10 48	\$ 1 15		180 PRESCOTT ①*	442.42	\$5 35		
			7.21				
		125	EMMET ①*	449.63			
			8.16				
\$11 07	\$ 1 40	\$2 20	114 HOPE @S.L.-S.F. @ ① \$TW	457.79	\$5 20	\$1 12	11 55
			5.27				
		119	GUERNSEY ①	463.06			
			3.24				
		123	FULTON ①*	471.30			
			3.47				
		180	HOMAN ①	477.77			
			2.64				
			CLEAR LAKE JCT. ①	480.41			
			9.86				
\$12 10	\$ 2 30	\$3 15	Yd. Texarkana... @DTW ①	490.27	4 45	12 35	11 25
			144.59				
AM	PM	AM			AM	PM	PM

ABS — CTC between Little Rock and Texarkana.

Two main tracks designated East and West tracks between Little Rock and MM Jct.; RR Jct. and BCD Jct., Clear Lake Jct. and Texarkana.

Trains originating Little Rock, Gurdon and Texarkana must secure clearance.

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

No superiority of trains and movement must be at restricted speed not exceeding 10 mph while occupying Texarkana Union Station tracks.

MPH.	MPH.
Psg. Frt.	Psg. Frt.
Maximum Speed: MP 345-7 to MP 387-20 (Except as below) 79 60	Maximum Speed: MP 387-20 — MP 490-10 (Except as below) 79 50
MP 345-7 — MP 347-11 30 30	MP 388-5 — MP 389-23 35 35
MP 347-40 — MP 348-18 65	MP 414-5 — MP 414-32 65
MP 351-4 — MP 351-23 70	MP 425-35 — MP 426-20 40 40
MP 357-9 — MP 357-25 55 55	MP 434-34 — MP 435-34 65
MP 361-24 — MP 364-15 60	MP 441-30 — MP 442-20 50
MP 370-4 — MP 370-10 50 50	MP 457-15 — MP 458-10 30 30
MP 382-22 — MP 383-16 65	MP 471-18 — MP 471-20 40 40
MP 385-23 — MP 385-37 55 55	MP 480-16 — MP 480-20 50
	MP 483-7 — MP 483-21 65
	MP 487-18 — MP 488-13 (East Track) 20 20

Southern District

**MEMPHIS SUBDIV.—ARKANSAS DIVISION 7**

TRAINS SOUTHWARD		Mile Post	Stations	TRAINS NORTHWARD	
FIRST CLASS				FIRST CLASS	
37	38			37	38
Passenger	Passenger			Passenger	Passenger
Daily	Daily	Daily	Daily		
			MEMPHIS (Sargent Yard) DWT @ @ ①	Yd.	
		380.73	2.89		
		378.31	SOUTH WYE CONN.		
8 30PM		378.31	MEMPHIS (Passenger Station) ①		7 01PM
		378.19	0.12		
		375.84	KENTUCKY STREET, TENN. ①	Yd.	
			2.35		
			BRIDGE JCT. ARK ①		
			0.59		
8 45		375.25	BRIARK ①	50	6 38
			3.09		
8 48		372.16	ALMONT ①	60	6 35
			2.11		
		370.05	PRESLEY JCT @S.L.-S.F. ①		
			2.02		
8 53		368.03	GAVIN ①	85	6 30
			6.51		
9 01		361.52	CRAWFORDSVILLE ①	175	6 23
			9.40		
9 11		352.12	EARLE ①	47	6 13
			5.19		
9 16		346.93	PARKIN ①		6 05
			0.60		
9 17		346.33	DUNN ①	58	6 04
			8.75		
9 26		337.58	LEVESQUE ①	57	5 55
			5.14		
\$ 9 34		332.44	WYNNE @MP... @ @ @WT ①	Yd.	\$ 5 47
			0.44		
9 37		332.00	MD SIDING ①	75	5 45
			13.13		
9 50		318.87	FAIR OAKS @StLSW ①	105	5 30
			9.55		
9 59		309.32	MCCRORY ①	70	5 19
			9.23		
10 08		300.09	NEW AUGUSTA ①	125	5 07
			1.54		
		298.55	WHITE RIVER ①		
			5.67		
10 15		292.88	RG SIDING ①	75	4 56
			5.02		
\$ 10 20PM		287.86	BALD KNOB ① @T ①	Yd.	\$ 4 50PM
			PSGR 90.92		
			FRT 92.87		

ABS — Between Briark and Bald Knob.

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.

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 — Be governed by their Rules and Instructions.

Maximum Speed: Psg. Frt.	BUSINESS TRACKS	MP Cap'y.
MP 298-8 — MP 299-3, all trains 40.	Rio Vista 298.63 19	
	Patterson 307.33 12	
	Morton 315.19 10	
	Foley 319.87 9	
	McManus 322.83 6	
	Hamlin 324.77 15	
	McDonald 344.11 20	
	Smithdale 348.91 22	
	Vincent 363.17 18	
	Ebony 365.76 9	

MPH.	MPH.
Psg. Frt.	Psg. Frt.
MP 332-14 — MP 375-7 (Except as below) 60	MP 335-15 — MP 335-7 55
MP 335-15 — MP 335-7 55	MP 345-15 — MP 346-15 50
MP 345-15 — MP 346-15 50	MP 351-28 — MP 352-22 50
MP 351-28 — MP 352-22 50	MP 367-26 — MP 368-2 55

Southern District

**8 PINE BLUFF SUBDIV.—LOUISIANA DIVISION**

SOUTHWARD FIRST CLASS <b>31</b> Passenger Daily	Mile Post	TIMETABLE No. 3		Siding	NORTHWARD FIRST CLASS <b>32</b> Passenger Daily
		STATIONS			
I 20AM	345.68	LITTLE ROCK	Yd.		11 20PM
	345.44	RIVER TRACK JCT.			
	346.30	MAIN ST. JCT.			
	346.49	ROCK STREET JCT.			
	343.67	North Little Rock	Yd.		
	344.53	@C. R. I. & P.			
	345.05	Arkansas River			
	346.49	ROCK STREET JCT.			
	346.92	@C.R.I. & P.			
	349.17	East Little Rock Yard	Yd.		
	354.14	HIGGINS	175		
	364.55	HENSLEY	168		
	378.97	DEXTER			
	381.81	BALDWIN	165		
s 2 40	388.45	PINE BLUFF @SLSW @WT @DWT	240	s 9 55	
3 05	409.69	GRADY	175	9 31	
3 17	420.26	GOULD	100	9 19	
a 3 26	427.91	DUMAS	54	s 9 08	
3 31	431.03	PICKENS	175	9 04	
s 3 50AM	447.23	McGEHEE	Yd.	s 8 45PM	
		101.96			

ABS between River Track Jct.-Rock Street Jct. and North End Siding Pine Bluff and between Signal 4451 and McGehee.

CTC between Main St. Jct., Rock Street Jct. and North End Siding Pine Bluff.

Yard Limits: MP 382-15 to MP 393-20; MP 445-25 to Monroe Subdiv.

Trains originating North Little Rock and Little Rock, secure clearance.

Two main tracks between River Track Jct. and Main St. Jct. designated East Track and West Track. Signal indication with current of traffic. Rule 93 effective River Track Conn. — Main St. Jct.

Indications displayed by ABS Signals located to left of and adjacent to track in direction of movement must be regarded the same as signals located on right side of and adjacent to track.

**Trains and Engines must move at Restricted Speed between Rock Street Jct. and North Little Rock.**

MPH	Psg. Frt.		BUSINESS TRACKS MP	Cap'ty
59	49		Fairfield	394 72 35 cars
10	10		Cottondale	397 90 5 cars
20	20		Noble Lake	398 70 12 cars
20	20		Moscow	402 50 10 cars
40	40		Tame	405 68 14 cars
40	40		Varner	415 00 31 cars
35	35		Reedville	424 90 14 cars
			Yukon	434 29 3 cars
			Winchester	435 70 12 cars
			Tillar	441 72 20 cars
			Helena Chemical	446 60 5 cars

**BUSINESS TRACKS MP Cap'ty**  
 \*Drury 351.11 11 cars  
 \*Sweet Home 351.73 30 cars  
 \*Westlake 352.95 80 cars  
 \*Wrightsville 357.2 8 cars  
 \*Woodson 362.86 9 cars  
 \*Redfield 368.92 12 cars

\*Note—Trains or engines with or without cars will not be permitted to clear main track in these tracks. While switching these tracks, main track must be occupied or main track switch left open.

Southern District

**MONROE SUBDIV.—LOUISIANA DIVISION 9**

SOUTHWARD FIRST CLASS <b>31</b> Passenger Daily	Mile Post	TIMETABLE No. 3		Siding	NORTHWARD FIRST CLASS <b>32</b> Passenger Daily
		STATIONS			
4 10AM	408.12	McGEHEE	Yd.	s 8 30PM	
s 4 21	415.69	DERMOTT	115	s 8 18	
4 28	422.06	HUDSPETH	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	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.	115	7 19	
5 25	467.23	GALION	115	7 12	
a 5 32	473.55	MER ROUGE	115	a 7 04	
s 5 40	481.04	COLLINSTON	n115 s115	s 6 56	
5 59	491.80	SWARTZ	150	6 38	
6 05	495.87	SICARD	115	6 32	
	500.96	HUTTIG JCT.			
s 6 40	502.43	MONROE @I.C. @T @DWT	Yd.	s 6 25	
6 55	506.60	MA SIDING	115	5 56	
7 06	516.61	BOSCO	115	5 46	
7 16	526.29	RIVERTON	115	5 35	
	528.22	Ouachita River			
f 7 25	530.56	COLUMBIA		a 5 28	
f 7 35	535.15	GRAYSON	n115 s110	5 22	
s 7 39	537.44	CLARKS		s 5 17	
f 7 58	548.70	OLLA	150	5 03	
8 04	552.81	URANIA	115	4 56	
	556.55	TULLOS	27 s168		
s 8 17	561.63	Georgetown @ L. M.	n115	s 4 44	
8 36	576.97	ANTONIA	n115 s115	4 24	
8 42	581.49	POLLOCK	67	4 18	
8 49	586.97	SIMMS	115	4 11	
8 56	592.62	TIOGA @ L. & A.	134	4 04	
	595.17	@L. & A.			
9 02	596.63	RR JUNCTION		3 59	
9 05	597.82	TEXMO JCT.		3 55	
s 9 15AM	599.03	ALEXANDRIA	Yd.	3 50PM	
	601.53	ALEXANDRIA YARD	Yd.		
		193.28			

No superiority of trains between Huttig Jct. and south yard limit sign, Monroe, MP 504-15. All trains run at restricted speed and main track may be used when it is known a first class train will not be delayed or upon proper authority. See item 4, page 26 for maximum speed.

No. 32 secure clearance Alexandria; clearance issued Alexandria Yard fulfills this requirement.

ABS — Between McGehee and Texmo Jct. Two main tracks between RR Jct. and Texmo Jct. designated East and West main tracks. Operation over Tex. Dist. tracks Texmo Jct. to Alexandria Yard.

Yard Limits: Jct. Pine Bluff Subdiv. to MP 410-0; MP 478-09 to MP 483-07; MP 497-5 to MP 504-15; MP 596-25 to Texmo Jct. Mail crane between stations: MP 541-10.

Southern District

10 WYNNE SUBDIV.—LOUISIANA DIVISION

Maximum Speed MP 235-10 — MP 280-10 — MP 280-10 — MP 326-5 (Except as below) MP 295-23 — MP 296-9 MP 326-5 — MP 408-10 (Except as below) MP 377-25 — MP 387-20 MP 381-22 — MP 382-17 Between HL Jct. and Helena (Except as below) MP 338-8 — MP 336-12 MP 337-10 — MP 338-0 MP 338-0 — MP 338-6	All Trains	Mile Post	TIMETABLE 3		Sidings
			↓ SOUTH - STATIONS - NORTH ↑		
	40	219.93	PARAGOULD... @WT\$@	Yd.	
	49	221.67	PG JCT. 1.74		
	25	235.30	JN JCT. 13.63		
	40	238.07	JONESBORO @ S.L.-S.F. @	150	
	30	256.71	HARRISBURG... @	106	
	15	280.32	WYNNE @MP \$G @ @WT@	Yd.	
	25	281.17	PD SIDING... 9.75	115	
	10	290.92	CALDWELL... 4.80	113	
		295.72	Forrest City @CRIP... @	21	
		296.40	DX SIDING... 16.69	39	
		313.09	MARIANNA JCT. 0.04		
		313.13	MARIANNA... @T@		
		313.50	RA SIDING... 12.06	112	
		325.56	LEXA... @T	Yd.	
		326.58	HL JCT. 12.05		
		338.63	Helena... @IC@ @ @WT\$@	Yd.	
		326.58	HL JCT. 2.68		
		329.26	HOLY GROVE JCT. 17.92		
		347.18	ELAINE... @	104	
		368.89	SNOW LAKE... @	103	
		377.87	WHITE RIVER... @@		
		381.14	MEDINA... 0.86	87	
		382.00	ARKANSAS RIVER... @@		
		387.07	WATSON... @	90	
		408.12	McGEHEE... @ @DWT\$@	Yd.	
			188 19		

ABS—CTC—Between PG Jct. and JN Jct. via St.L.S.W. Rail road.

Trains must secure clearance Paragould and Wynne.  
Yard Limits: From end of track to MP 221 pole 20; 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; HL Jct. to Helena; MP 406 pole 28 to Pine Bluff siding.  
St.L.S.W. trains may use siding Paragould, North Switch siding  
MP 219.50 — South Switch PG Jct.

MARIANNA SUBDIV.—LOUISIANA DIVISION

Maximum Speed 40 MPH except between MP 322-2 — MP 322-10 20 MPH.	Mile Post	TIMETABLE 3		Sidings
		↓ SOUTH - STATIONS - NORTH ↑		
			BRIARK... 4.00	
	355.64	C. R. I. & P. JCT. 1.10	@	
	354.54	TENARK... 20.18	@	75
	334.38	HUGHES... 21.85	@	85
	313.09	MARIANNA JCT. 0.04	@	
	313.13	MARIANNA... @T		
		43 11		

Yard Limits: CRI&P Jct. to MP 353-0; Marianna Jct. to MP 314 pole 3.  
ABS-CTC between CRIP Jct. and Briark via CRIP RR.  
Southern District

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION 11

SOUTHWARD SECOND CLASS		Mile Post	TIMETABLE No. 3		Sidings	NORTHWARD SECOND CLASS	
777 Local	779 Local		778 Local	780 Local			
Tu., Thu., Sat.	Tu., Thu., Sat.		STATIONS		Mo., Wed., Fri.	Mo., Wed., Fri.	
6 01AM	5 01AM	408.12	McGEHEE @ @DWT\$@	Yd.	3 30PM	2 50PM	
		416.71	HALLEY... 8.59				
		424.17	MACON LAKE... 7.46				
7 10		431.32	LAKE VILLAGE... T@	60	2 30		
8 15	7 30AM	446.81	EUDORA, ARK... @ @	62	1 40	1 00PM	
		457.78	MILLIKIN, LA... 7.15				
		463.16	SHELBURN... 5.38				
9 20		470.17	Lake Providence... @ @	59	11 45		
		487.42	SONDHEIMER... 1.40				
		488.82	ENOKA... 9.59	60			
11 45		498.41	Tallulah @I. C. @ @ @	48	9 01		
		511.54	QUIMBY... 11.83				
12 45		523.37	NEWELLTON... @	60	7 55		
		533.74	ST. JOSEPH... 10.37				
		546.11	WATERPROOF... 12.37	52			
2 30PM		557.25	CLAYTON JCT... @		6 15AM		
			149.13				

No. 780 will not require clearance at Eudora when Train Order Signal indicates proceed.

No. 778 will not require clearance at Clayton Jct.  
Yard Limits: Monroe Subdiv. to MP 410-05; MP 429-25 to MP 432-10; MP 445-5 to MP 449-0; MP 468-0 to MP 471-5; MP 497-5 to MP 499-15; MP 556-20 to Clayton Jct. Maximum Speed 30 MPH.

BUSINESS TRACKS	MP Cap'y.	MP Cap'y.	MP Cap'y.
Trippe	412 18 24	Chicago	500.65 12
Stancola	448.46 22	Somerses	516.01 4
Mignon	465.37 6	Goldman	544.40 12
Hollybrook	474.49 11	Rogers Spur	548.79 4
Grimes	480.03 4	Azucena	549.48 18

EUDORA SUBDIV.—LOUISIANA DIVISION

SOUTHWARD SECOND CLASS	Mile Post	TIMETABLE No. 3		Sidings	NORTHWARD SECOND CLASS
779 Local		STATIONS			780 Local
Tues., Thur., Sat.					Mon., Wed., Fri.
7 30AM	446.81	EUDORA, ARK... @ @			11 20AM
	455.15	KILBOURNE, LA... 8.34			
8 40	465.48	OAK GROVE... 10.33			9 30
	478.71	DARNELL... 13.23			
	484.01	EPPS... 5.30			
10 30AM	494.27	DELHI... 10.20	@ @		8 01AM
		47.46			

No. 780 will not require clearance at Delhi when operator off duty.  
Train 779 will not require clearance at Eudora when Train Order Signal indicates proceed.

Yard Limits: Lake Prov. Subdiv. to MP 447-25; MP 493-10 to End of Track.

Maximum Speed 30 MPH except between MP 465-10 and End of Track at Delhi 25 MPH.	BUSINESS TRACKS	MP Cap'y.
	Indian	451.07 4
	Catron	470.60 9
	Warner Starch Co. Spur	466.75 14
	Pioneer	474.29 16

Southern District

**12 COLLINSTON SUBDIV.—LOUISIANA DIVISION**

SOUTHWARD				Mile Post	TIMETABLE No. 3
SECOND CLASS					
777 Local Tues., Thur., Sat.	787 Local Mon., Wed., Fri.	967 L&M Freight Daily	793 Freight Daily		
STATIONS					
	9 01AM			560.44	COLLINSTON. @MP G@OT@
				567.58	7.14 OAK RIDGE.....
	9 45			577.91	10.33 RAYVILLE. @ICG@
				589.60	11.69 MANGHAM.....
				593.55	3.95 BASKIN.....
	11 15			600.39	6.84 WINNSBORO..... @
				614.41	14.02 WISNER.....
	12 10			623.50	9.09 SICILY ISLAND....
				635.90	12.40 TENSAS RIVER... @@
	12 40			636.08	0.18 CLAYTON..... @
2 30PM				637.21	1.13 CLAYTON JCT..... @
2 45PM	1 05PM		12 01AM	642.78	5.57 FERRIDAY. @DTW@
		5 30AM	12 05	643.43	0.65 CONCORDIA JCT... @
		5 50AM	12 35AM	651.59	8.16 VIDALIA..... @OT@
				91.15	

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

No. 967 is superior to No. 968.

No. 793, 778 or 788 will not require clearance at Ferriday when Train Order signal indicates proceed.

Southward Trains will secure clearance at Collinston.

No. 777 will not require clearance at Clayton Jct.

Yard Limits: End of Track Bastrop to MP 561-25 Collinston; Clayton Jct. MP 635-10 to MP 638-0; MP 641-0 to MP 644-0; MP 650-0 to End of Track.

**COLLINSTON SUBDIV.—LOUISIANA DIVISION 13**

NORTHWARD				Stations	TIMETABLE No. 3
SECOND CLASS					
794 Freight Daily	778 Local Mon., Wed., Fri.	788 Local Tues., Thur., Sat.	968 L&M Freight Daily		
STATIONS					
				Yd.	COLLINSTON.....
					7.14 OAK RIDGE.....
			9 01	65	10.33 RAYVILLE.....
					11.69 MANGHAM.....
					3.95 BASKIN.....
			7 50	35	6.84 WINNSBORO.....
					14.02 WISNER.....
					9.09 SICILY ISLAND....
			7 01		12.40 TENSAS RIVER....
					0.18 CLAYTON.....
					1.13 CLAYTON JCT.....
		6 15AM	6 25		5.57 FERRIDAY.....
		6 10AM	6 01AM	Yd.	0.65 CONCORDIA JCT.....
			6 50AM	Yd.	8.16 VIDALIA.....
		5 45AM	6 30AM	Yd.	
					91.15

Maximum Speed: (Except as below)	MPH.	BUSINESS TRACKS	MP Cap'y
MP 609-2 — MP 609-25	30	Archibald.....	588.80 12
MP 637-8 (#10 Turnout)	25	Chase.....	605.51 20
MP 641-26 — MP 643-14	15	Gilbert.....	609.51 24
MP 650-5 — MP 650-13	10	Peck.....	618.25 13

**WARREN SUBDIV.—LOUISIANA DIVISION**

SOUTHWARD		Mile Post	TIMETABLE No. 3	Stations	NORTHWARD	
SECOND CLASS					SECOND CLASS	
783 Local Daily Ex. Sun.	784 Local Daily Ex. Sun.					
STATIONS						
12 01PM		422.68	DERMOTT..... @		6 30PM	
		426.52	3.84 BAXTER.....			
		438.37	11.85 DEANE.....			
2 01		445.32	6.95 MONTICELLO. @A.D.&N @ @		5 15	
		454.00	8.68 WILMAR.....			
3 10PM		461.47	7.47 WARREN..... @ @		4 10PM	
			38.79			

No. 783 is superior to No. 784.

Yard Limits: 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.

Maximum Speed between MP 445-0 — MP 461-14 25 MPH.	MPH.	BUSINESS TRACKS	MP Cap'y
	35	Collins.....	430.40 20
		Cominto.....	434.03 15

Note—Trains and engines move over crossing, MP 445-22 when protected by crew member.



### 14 HUTTIG SUBDIV.—LOUISIANA DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 3		Siding	NORTH-WARD SECOND CLASS
		STATIONS			
<b>789</b> Local Daily Ex. Sunday					<b>790</b> Local Daily Ex. Sunday
4 01AM	492.25	<b>EL DORADO</b> .....ⓄⓈⓌⓉⓈⓄ	Yd.		10 01AM
	506.84	14.59 <b>URBANA</b> .....			
	512.86	8.02 <b>STRONG</b> .....Ⓢ			
	523.17	10.31 <b>DOLLAR JCT.</b> .....			
5 25	527.22	4.05 <b>HUTTIG, ARK.</b> .....ⓈⓈⓄ			7 55
	530.37	3.15 <b>LITROE, LA.</b> .....			
	542.85	12.48 <b>HAILE</b> .....			
	553.77	10.92 <b>OUACHITA RIVER</b> .....ⓈⓈ			
<b>6 45</b> 790	554.04	0.27 <b>STERLINGTON</b> .....ⓈⓄ	Yd.		<b>6 45</b> 789
	561.56	7.52 <b>LAMKIN</b> .....			
	568.18	6.62 <b>ⓈA. &amp; L. M.</b> .....Ⓢ			
	568.69	0.51 <b>HUTTIG JCT.</b> .....ⓈⓌⓉⓈ			
9 10AM		0.80 <b>MONROE</b> .....ⓈⓈⓌⓉⓈ	Yd.		4 45AM
		77.26			

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

Yard Limits: MP 491-5 to MP 495-25; MP 526-5 to MP 528-0; MP 552-15 to MP 556-20; MP 567-10 to Monroe Subdiv.

Maximum Speed:	MPH	BUSINESS TRACKS	MP Cap'y.
(Except as below)	30	Lawson	503.44 10
MP 492-8 — MP 493-18	25	Sandy Bend	509.66 13
MP 524-21 — MP 524-29	20	Lapile	518.16 12
MP 553-21	10	Gravel Spur	535.48 8
MP 566 — Huttig Jct.	15	Upco	547.80 12
		Spencer	548.72 15

Note—Trains and engines must stop and proceed only after a member of crew has protected crossing at 19th St. MP 566 and DeSiard St. MP 568-10.

### HAMBURG SUBDIV.—LOUISIANA DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 3		Siding	NORTH-WARD SECOND CLASS
		STATIONS			
<b>785</b> Local Daily Ex. Sun.					<b>786</b> Local Daily Ex. Sun.
5 01AM	443.58	<b>MONTROSE</b> .....ⓈⓈⓈ			10 05AM
	451.43	7.85 <b>SNYDER</b> .....			
	456.00	4.57 <b>MIST</b> .....			
	462.75	6.75 <b>HAMBURG</b> .....Ⓢ			
7 45AM	474.52	11.77 <b>CROSSETT</b> .....ⓈⓌⓉⓈⓈⓄ			8 15AM
		30.94			

No. 785 is superior to No. 786.

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

Yard Limits: Monroe Subdiv. to MP 445-20; MP 473-10 to End of Track.

Maximum Speed 30 MPH.

Southern District

### DONIPHAN SUBDIV.—ARKANSAS DIVISION 15

Mile Post	TIMETABLE 3	Siding	Maximum Speed 25 MPH.
	↓ SOUTH - STATIONS - NORTH ↑		
180.48	<b>NEELYVILLE</b> .....T		
	5.79		
186.27	<b>NAYLOR</b> .....ⓈⓌⓉⓈⓈⓄ		<b>BUSINESS TRACKS</b> MP Cap'y.
	5.00		Skelly Oil Spur.....197.30 4
191.27	<b>OXLY</b> .....		Owenmont (Team Track).....197.64 8
	9.10		
200.37	<b>DONIPHAN</b> .....TⓈ	Yd.	
	19.89		

### HOT SPRINGS SUBDIV.—ARKANSAS DIVISION

Mile Post	TIMETABLE 3	Siding	Maximum Speed 25 MPH.
	↓ SOUTH - STATIONS - NORTH ↑		
	<b>MOUNTAIN PINE</b> .....		
	12.96		
399.19	<b>HOT SPRINGS</b> .....ⓌⓉⓈⓈⓄ	Yd.	<b>BUSINESS TRACKS</b> MP Cap'y.
	3.52		McClendon Spur.....392.70 3
395.67	<b>MP JCT.</b> .....		Mountain Pine Spur Track.....410.21 Yard
	19.1		
	<b>MALVERN</b> .....		
	22.63		

Operation between MP Jct. and Malvern over CRI&P Ry. Trackage between Mountain Pine and End of Track MP 392.70 Yard Tracks only.

### NORMAN SUBDIV.—ARKANSAS DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 3		Siding	NORTH-WARD SECOND CLASS
		STATIONS			
<b>731</b> Local Freight Daily Ex. Sun.					<b>730</b> Local Freight Daily Ex. Sun.
5 01AM	426.30	<b>GURDON</b> .....ⓈⓈⓌⓉⓈⓈⓄ	Yd.		2 05PM
	436.66	10.36 <b>BURTSSELL</b> .....			1 40
	441.07	4.41 <b>OKOLONA</b> .....			
	446.58	5.51 <b>DELIGHT JCT.</b> .....			
7 35	454.00	7.42 <b>GRAYSONIA</b> .....			12 25
	465.32	11.32 <b>AMITY</b> .....Ⓢ			11 59
	469.80	4.48 <b>ROSBORO</b> .....			
9 10	473.58	3.78 <b>GLENWOOD</b> .....Ⓢ			11 15
	480.77	7.19 <b>CADDO GAP</b> .....			
9 40AM	485.94	5.17 <b>NORMAN</b> .....TⓈ	Yd.		10 30AM
		59.84			

No. 731 is superior to No. 730.

No. 730 will not require clearance at Norman.

No. 731 will not require clearance Gurdon when operator not on duty and Train Order Signal indicates proceed.

Yard Limits — Gurdon: Little Rock Subdiv. Conn. to MP 429 pole 0.

Maximum Speed	MPH.
MP 426-9 — MP 485-28 (Except as below)	30
MP 472-0 — MP 472-2	15
<b>BUSINESS TRACKS</b>	MP Cap'y.
Summit	433.14 4
Bird's Mill	478.92 16

Southern District

# 16 GURDON SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTHWARD				Mile Post	STATIONS
SECOND CLASS					
799	797	791	131		
Local Daily Ex. Sun.	Local Daily	Local Daily Ex. Sat.	Red Ball Freight Daily Ex. Mon.		
		5 01AM	12 01AM	426.30	GURDON ... ⊕@DWT\$ ⊙
		5 40	12 40	437.66	READER 11.36 14.81
		6 10	1 09	452.47	LESTER 7.41
		6 35	1 25	459.88	CAMDEN ... ⊙
				460.88	@SLSW ... ⊕
		6 40		461.30	CB SIDING 0.44
		6 45	1 40	463.16	CULLENDALE 1.86
		7 01AM	2 01 <sup>130</sup>	474.50	LOUANN 11.34 4.39
8 15AM				478.80	SMACKOVER ... ⊕ ⊙
9 01			2 30	480.60	KENOVA ... ⊙
11 01				484.55	NORPHLET 3.95
11 15	12 30PM		2 55	487.50	GG SIDING 2.95
11 30AM	12 45PM		3 30AM	492.25	EL DORADO. ⊕ ⊙ DWT\$ ⊙
				65.95	

Clearance not required by Nos. 131, and 791 at Gurdon when operator not on duty and train order signal indicates proceed.

**Train No. 791 is superior to No. 792.**

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

Clearance not required by Nos. 130, 798 and 796 at El Dorado when operator not on duty.

GG Siding register station for 796 only.

# GURDON SUBDIV.—ARKANSAS DIVISION 17

TRAINS NORTHWARD				Mile Post	STATIONS
SECOND CLASS					
130	792	796	798		
Red Ball Freight Daily Ex. Mon.	Local Daily Ex. Sat.	Local Daily	Local Daily Ex. Sun.		
				Yd.	GURDON 11.36
				70	READER 14.81
				70	LESTER 7.41
				58	CAMDEN ... ⊙
					@SLSW ... ⊕
				58	CB SIDING 0.44
					CULLENDALE 1.86
				125	LOUANN 11.34 4.39
				Yd.	SMACKOVER ... ⊕ ⊙
				Yd.	KENOVA ... ⊙
				Yd.	NORPHLET 3.95
				71	GG SIDING 2.95
				Yd.	EL DORADO ... ⊕ ⊙ DWT\$ ⊙
				65.95	

Maximum Speed: (Except as below)	MPH	BUSINESS TRACKS	MP Cap'y.
MP 458-26 — MP 460-27	20	Barringer	431.58 10
MP 491-27 — MP 492-25	25	Whelen Springs	432.86 5
		Chidester	444.79 10
		Elliott	469.09 18
		Griffin	478.90 30
		Oow Jet. Storage	487.80 54
		Gulfdorado	489.09 16

# BENTON SUBDIV.—ARKANSAS DIVISION

## NASHVILLE SUBDIV.—ARKANSAS DIVISION

SOUTHWARD		Mile Post	STATIONS	Sidings	NORTHWARD	
SECOND CLASS					SECOND CLASS	
733					732	
Local Daily Ex. Sun.					Local Daily Ex. Sun.	
7 01PM	457.79	HOPE ... ⊕ WT\$	Yd.		11 01PM	
	467.05	WASHINGTON 9.26				
8 15	483.15	NASHVILLE ⊕ GN&A ⊕ ⊙ ⊕ ⊙	Yd.		9 45	
8 45PM	493.13	PERKINS ... ⊕	Yd.		9 15PM	
		35.34				

Yard Limits — Hope: Little Rock Subdiv. Conn. to MP 459-23; Nashville: MP 481-5 to MP 484-12; Perkins: MP 492-0 to End of Subdiv.

**No. 733 is superior to No. 732.**

No. 733 will not require clearance at Hope.

No. 732 will not require clearance at Perkins.

**Maximum Speed—25 MPH.**

## TIMETABLE No. 3

Mile Post	STATIONS	Sidings	Maximum Speed 30 MPH.
368.33	BN JCT. ... ⊕		
368.67	@C. R. I. & P. ... ⊕		
381.53	BELFAST ... ⊕	11	
390.27	SHERIDAN ... ⊕	Yd.	
	21.54		

Yard Limits — BN Jct. to MP 369 pole 10; MP 388 pole 20 to End of Subdiv.

**BUSINESS TRACK** MP Cap'y.  
Bannister .. 379.85 7

18 CHARLESTON SUBDIV.—MISSOURI DIVISION

Mile Post	TIMETABLE 3	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
75.39	BISMARCK...@DWT	13
86.94	DE LASSUS.....	13
94.94	KNOB LICK.....	12
101.60	MINE LA MOTTE.....	12
104.49	FREDERICKTOWN...@	19
118.06	MARQUAND.....	17
130.29	GLEN ALLEN.....	14
133.40	LUTESVILLE.....@	23
144.65	WHITE WATER.....	24
147.17	ALLENVILLE.....T	23
163.27	JACKSON.....W	Yd.
147.17	ALLENVILLE.....T	23
149.38	@S. L.-S. F.....@	
149.42	DELTA...@StLSW G T	21
157.43	@S. L.-S. F.....@	
158.18	ORAN.....@	
162.09	MORLEY.....	19
173.53	DIEHLSTADT.....	14
178.32	CHARLESTON...@T	Yd.
219.56	BERTRAND.....	12
214.50	MINER.....@	
211.47	SIKESTON...@V	28
211.07	@S. L.-S. F.....@	
205.48	MOREHOUSE...@SLSF	14
195.67	ESSEX.....	26
191.32	DEXTER JCT. @StLSW G	
	152.47	

**Maximum Speed MPH**  
 (Except as below) 30  
 MP 152-8 —  
 MP 157-0..... 20  
 MP 162-7 —  
 MP 173-25..... 20  
 Trains handling cars which are 15'4" above top of rail thru Glen Allen Tunnel..... 10  
 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 (Approach Highway 61 Crossing prepared to stop for highway traffic.) 10

**BUSINESS TRACKS**  
 MP Cap'y.  
 Hunterville...198.74 15  
 Gray Ridge...200.23 3  
 Buckeye...217.36 5  
 Newman Spur.....160.23 20

Yard Limits: MP 209-10 to MP 215; MP 224-3 to Charleston and MP 177-5 to Charleston.

Permission must be secured from StLSW Dispatcher before occupying StLSW Siding or lead track to Siding Delta.

Cars or Equipment with height in excess of 15 ft. 4 inches above Top of Rail must not be handled Through Glen Allen Tunnel MP 127.74.

BUSH SUBDIV.—MISSOURI DIVISION 19

Mile Post	TIMETABLE 3	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
124.48	BENTON.....T	
117.06	@C. B. & Q.....@	
115.44	@C. B. & Q.....@	
115.40	@I. C.....@	
108.15	BUSH.....@WD	Yd.
94.21	MURPHYSBORO.....	115
87.48	GRIMBSY.....	130
84.21	GORHAM...@W	Yd.
	40.27	

**Maximum Speed MPH**  
 (Except as below)..... 45  
 MP 84-9 — MP 84-20..... 15  
 MP 106-0 — MP 108-18..... 20  
 MP 108-18 — MP 108-19..... 10  
 MP 108-19 — MP 124-15..... 20

**BUSINESS TRACKS**  
 MP Cap'y.  
 Charco.....91.12 10  
 Hallidayboro.....102.05 50  
 DeSoto.....102.86 10  
 Weir.....112.48 50  
 Zeigler.....114.70 7

Yard Limits: MP 84-20 to MP 85-37; MP 106-0 to MP 113.

MARION SUBDIV.—MISSOURI DIVISION

Mile Post	TIMETABLE 3	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
108.15	BUSH.....@DW	Yd.
114.10	@I. C.....@	
114.84	HERLIN.....	Yd.
114.96	@C. B. & Q.....@	
120.92	McCLINTOCK.....	
123.46	WEST VIRGINIA CONN.....	
127.19	@I. C.....@	
127.50	MARION.....	
127.76	@C. & E. I.....G	
	19.61	

**Maximum Speed 25 MPH** except 10 MPH between MP 108-18 and MP 108-19.

Yard Limits: Entire Subdiv.

## 20 CAIRO SUBDIV. — MISSOURI DIVISION

SOUTH- WARD SECOND CLASS	Mile Post	TIMETABLE No. 3	Sidings	NORTH- WARD SECOND CLASS
Daily Ex. Sun.	STATIONS		Daily Ex. Sun.	
7 30AM	120.70	THEBES JCT. .... @VT	62	6 45AM
	125.60	4.90 @C. & E. L. .... G		
8 01	130.83	5.23 MILLER CITY ..... 33	33	6 05
	142.68	11.85 @G. M. & O. .... G		
	144.25	1.57 @C. C. C. & ST. L. .... @		
835AM	145.01	0.76 CAIRO ..... @W§	Yd.	5 30AM
		24.31		

No. 703 will not require clearance at Thebes Jct.

No. 704 will not require clearance at Cairo.

Yard Limits: MP 142-32 to End of Track at Cairo.

Maximum Speed 30 MPH except between MP 120-27 and MP 120-40 15 MPH.

## CAPE GIRARDEAU SUBDIV. — MISSOURI DIVISION

Mile Post	TIMETABLE 3	Sidings
122.83	CAPE DEAU JCT. .... @	
125.81	2.98 MASSEY JCT. ....	
127.06	1.25 MARQUETTE ..... @§	19
127.69	0.63 @CEMENT CO. .... @	
128.66	0.97 @S. L.-S.F. .... G	
129.44	0.78 @WYE TRACK SL-SF. @	
129.45	0.01 @WYE TRACK SL-SF. @	
129.62	0.17 @S. E. MO. LBR. SL-SF @	
130.23	0.61 CAPE GIRARDEAU ..... @	Yd.
	7.40	

Yard Limits: Entire Subdiv.

## MT. VERNON SUBDIV. — MISSOURI DIVISION 21

SOUTH- WARD SECOND CLASS	Mile Post	TIMETABLE No. 3	Sidings	NORTH- WARD SECOND CLASS
Daily Ex. Sun.	STATIONS		Daily Ex. Sun.	
4 30AM	63.72	CHESTER ..... @VT@		11 45AM
	68.14	8.14 WELGE ..... 93	93	11 25
4 50	71.86	5.48 STEELEVILLE ..... W@	70	11 10
5 05	77.34	2.14 PERCY ..... @GM&O @		11 05
5 10	79.48	4.26 NEW WILSON ..... 106	106	10 50
5 30	83.74	8.83 PINCKNEYVILLE. @DWT@	Yd.	10 30
6 01	92.57	2.76 SR JCT. .... @I.C. @		
	95.53	7.40 @I. C. .... @		
	102.73	0.22 TAMAROA ..... 9 45	Yd.	9 45
6 55	111.26	8.31 SCHELLER ..... @		
	114.54	0.40 @I. C. .... @		
7 05	114.54	2.83 WALTONVILLE. ... @CB&Q @	19	9 35
7 45AM	125.01	10.47 MT. VERNON @L&N @ @WWT @	Yd.	9 01AM
		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 123-20 to End of Track at Mt. Vernon.

Pickneyville-Pyatt over IC.

Maximum Speed (Except as below) MPH	BUSINESS TRACK	MP Cap'y.
40	Streamline Lead.....	77.87 100
MP 64-2 — MP 64-14.....		15
MP 92-13 — MP 125 (Except as Below).....		30
MP 102-20 — MP 102-23.....		15
MP 124-20 — MP 124-37.....		10

## PEA RIDGE SUBDIV. — MISSOURI DIVISION

Mile Post	TIMETABLE 3	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
57.70	CADET ..... @ @ @	
58.61	0.91 NEW FOUNTAIN FARM @	
72.40	13.79 INDIAN CREEK ..... Yd.	
84.19	11.79 PEA RIDGE ..... Yd.	
	26.49	

Maximum Speed 35 MPH.

Yard Limits: MP 57-25 to MP 59-0.

Maximum Speed (Except as below) . . . . .	MPH	Mile Post	TIMETABLE 3	Sidings
MP 2 (Bridge No. 1) . . . . .	30			
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			

BUSINESS TRACKS				
	MP	Cap'y.		
Crystal Jct. Conn. . . . .	4.50	20		
McClay Spur . . . . .	6.27	12		
Ag-Nit Spur . . . . .	8.03	4		
McDowell Spur . . . . .	32.33	5		
Dolly Siding . . . . .	34.00	22		
St. Francois . . . . .	36.43	5		
Elvins . . . . .	38.36	18		

SOUTHWARD		Miles from Salem	TIMETABLE No. 3		Siding Capacity in Cars	NORTHWARD	
SECOND CLASS	729 Red Ball Freight		STATIONS	728 Red Ball Freight			
Daily						Daily	
2 01PM	0.00	SALEM . . . . .	Yd.	12 30PM			
	11.12	BRANCH JCT. . . . .		11 45			
	2.44	CENTRALIA . . . . .					
	0.45	IC JCT. @CB&Q @	Yd.				
4 30	14.54	BB SIDING . . . . .	42	10 01			
5 01	23.20	HOYLETON . . . . .	45	9 40			
	32.64	Nashville @L&N. @					
	40.90	OAKDALE . . . . .					
6 10	48.70	Coulterville @IC. @		8 30			
	49.32	WW SIDING . . . . .	37				
6 30	55.99	SPARTA . . . . .		8 10			
	56.68	@G. M. & O. @					
6 45PM	57.45	MI SHOPS. @DW\$ @	Yd.	8 01AM			
	68.61	PAUTLER . . . . .	55				
	69.67	EVANSVILLE . . . . .					
	78.45	FLINTON . . . . .	Yd.				
	81.84	KELLOGG . . . . .	Yd.				
		81.84					

No. 729 will not require clearance at Salem when operator off duty.

Branch Jct.-IC Jct. over IC.

Yard Limits: End of Track Salem to MP 2-0; MP 13-27 to MP 16-0; MP 32-10 to MP 32-30; MP 48-17 to MP 52-15; MP 54-22 to MP 58-9; MP 77-15 to End of Track at Kellogg.

Maximum Speed: (Except as below) . . . . .	MPH	BUSINESS TRACKS	MP	Cap'y.
MP 0 — MP 10-23 . . . . .	30	Lake Refining Co. Spur . . . . .	1.88	13
MP 10-23 — MP 11-3 . . . . .	15	Cascade Refining Co. . . . .	2.31	16
MP 13-25 — MP 14-15 . . . . .	20	Shell Oil Co. Spur . . . . .	3.59	10
MP 14-15 — MP 44-10 . . . . .	30	Sohio Corp. Spur . . . . .	5.92	9
MP 44-10 — MP 46-10 . . . . .	40	H. Schaeffer Spur . . . . .	20.76	1
MP 46-10 — MP 81-26 (Except as below) . . . . .	30	Aussieker Track . . . . .	23.00	8
MP 48-16 — MP 48-27 . . . . .	15	Huegely Elevator . . . . .	26.90	7
MP 55-17 — MP 56-5 . . . . .	10	Toedte Spur . . . . .	31.06	1
MP 76-1 — MP 76-17 . . . . .	25	Meinert . . . . .	30.91	10
MP 80-7 — MP 80-12 . . . . .	10	Standard Oil Spur . . . . .	32.32	4
		Public Loading Spur . . . . .	32.92	6
		Roots Team Spur . . . . .	76.90	6

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

SOUTHWARD	Mile Post	TIMETABLE No. 3		Sidings	NORTHWARD
SECOND CLASS		STATIONS			SECOND CLASS
723 Local Freight Daily					724 Local Freight Daily
6 01AM	83.00	THOMURE . . . . .	81	2 10PM	
	84.72	MIDDLE YARD . . . . .	Yd.		
	85.00	STE. GENEVIEVE . . . . .	23		
6 55	87.07	MOSHER . . . . .	28	1 50	
	97.46	WEINGARTEN . . . . .			
7 25	105.13	SPROTT . . . . .	27	1 01	
7 40	110.77	OGBORN . . . . .	30	12 40	
	115.26	ESTHER . . . . .	18		
7 55	116.53	FLAT RIVER . . . . .	31	12 10	
	116.87	@FEDERAL SWITCH . . . . .			
	117.09	CENTRAL . . . . .	Yd.	12 05	
9 05	118.20	DERBY JCT. . . . .	75		
9 30AM	126.14	BISMARCK . . . . .	Yd.	11 01AM	
		43.14			

No. 723 is superior to No. 724.  
 No. 723 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.

Maximum Speed 30 MPH.

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, KO&G, MV, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—75	79	1100—1199	55
97—550*	65	1210—1299	55
600—699	70	3500—3503	30
700—701	70	6005—6018	55
702—999*	65	6600—6603	55
1000—1060	55	8000—8007	55
1061—1099	65		

\*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884-B, 77 mph.

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

2-C. Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

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. Passenger equipment with slid flat wheels in excess of 3.25 inches must not be operated at speed in excess of 10 MPH.

3-C. Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in item 2-A for that type of engine.

Engines with flat spots in excess of  $2\frac{3}{4}$ " must not be handled exceeding 10 MPH unless authorized by Superintendent.

### 3-D. TRAINS HANDLING COMPANY 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..

Maximum Freight Train Speed

Scale Test Cars Except MPX 5121

30 MPH or Freight Train Speed Whichever is Lower

Scale Test Car MPX 5121

Maximum Freight Train Speed

Scale Test Cars must be handled next to caboose.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

Welded rail trains and snow plows

40 MPH or Freight Train Speed Whichever is Lower

Unless otherwise instructed by Superintendent, trains handling welded rail will be restricted to 70 cars and welded rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

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.

### 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, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, 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:** (Shown on schedule page, except as listed below)

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	
	Psgr. Trains	Freight Trains
<b>Monroe:</b> (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	..
MP 498-12 — MP 502-5	30	30
MP 502-5 — MP 502-33	20	20
MP 502-33 — MP 504-12	30	30
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	30	30
MP 535-5 — MP 569-13	55	45
MP 569-13 — MP 596-19	50	45

**Industrial Leads:**

Potosi	25 MPH
Leadwood	10 MPH
Holly Grove	20 MPH
Delight	20 MPH
Bastrop (Except as below)	30 MPH
MP 553-9 — 553-26	15 MPH

**5. 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	Malvern
Poplar Bluff:	Arkadelphia
Telegraph Office	Gurdon Yard
Yard Office	Texarkana Yard Office
Newport	Texarkana Diesel Shop
Bald Knob	Valley Junction:
North Little Rock:	StLSW Yard Office
Diesel Shop	StLSW Roundhouse
Crest Office	Dupo Yard Office
Bowl Tower	Dupo Diesel House
Locust St. (Telegraph Office)	Festus
Chester:	Bonne Terre
Telegraph and Yard Office	Rivermines
IllMo:	Thomure
StLSW Yard Office	M&I Shops
StLSW Roundhouse	Bush:
Paragould	Telegraph Office
Wynne	Mechanical Office
Pine Bluff	Memphis:
McGehee:	Sargent Yards
Telegraph Office	Passenger Station
Monroe:	Diesel Shop
Relay Telegraph Office	El Dorado
Yard Office	Bastrop
Alexandria:	Ferriday
Yard Office	Vidalia
Mechanical Office	Natchez
Passenger Station	Helena
Charleston	Cairo
Pinckneyville:	Cape Girardeau
Telegraph Office	
Mechanical Office	

Southern District

**6. STANDARD CLOCKS:**

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

**7. MAXIMUM GROSS WEIGHT LIMITATIONS:**

All subdivisions may handle work equipment or cars where the gross weight of the car and lading do not exceed 263,000 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 Jct. and Charleston	.....	220,000 lbs.
Mineral Point and Potosi	.....	240,000 lbs.
Bismarck and DeLassus	.....	240,000 lbs.
DeLassus and Charleston	.....	220,000 lbs.
Allenville and Jackson	.....	220,000 lbs.
Bush and Johnston City	.....	240,000 lbs.
Johnston City and Marion	.....	240,000 lbs.
West Virginia Conn and Utility Mine	.....	220,000 lbs.
Thomure and Bismarck	.....	240,000 lbs.
Riverside and Derby	.....	220,000 lbs.
Bonne Terre and Leadwood	.....	220,000 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	.....	220,000 lbs.
Benton and Sheridan	.....	240,000 lbs.
Gurdon and MP 446-58	.....	240,000 lbs.
MP 446-58 and Norman	.....	220,000 lbs.
Delight Industrial Lead	.....	220,000 lbs.
Hope and Nashville	.....	240,000 lbs.
Nashville and Perkins	.....	220,000 lbs.
Hot Springs and Mountain Pine	.....	220,000 lbs.
Kensett and Searcy (DK&S)	.....	220,000 lbs.
Collinston and Vidalia	.....	220,000 lbs.
McGehee and Clayton Junction	.....	220,000 lbs.
Dermott and Warren	.....	220,000 lbs.
Montrose and Crossett	.....	220,000 lbs.
Eudora and Delhi	.....	220,000 lbs.
El Dorado and Sterlington	.....	240,000 lbs.
Holly Grove Industrial Lead	.....	220,000 lbs.

Southern District

### 8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages:

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.

Outside ABS Territory 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. SWITCHES:

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

**9-A. All Remote Control Switches are No. 15, No. 16 or No. 20, except No. 10 are located as follows: (No. 20 equilateral are shown on schedule page symbol ∅).**

#### Chester Subdiv.

Chester, South end south siding.

Gorham, North and South end of yard lead.

North Jct., C&EI connection and south crossover between main tracks.

#### Hoxie Subdiv.

Hoxie, 3 switches north end siding.

Diaz, White River connection.

Bald Knob, crossover between main tracks.

Bald Knob, crossover between east track and Siding.

Bald Knob, Memphis Subdivision connection.

#### 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, X crossover between main tracks.

BJ, switch to yard.

Gurdon, Gurdon Subdivision connection.

#### Pine Bluff Subdiv.

North end siding Higgins.

South end siding Hensley.

South end siding Baldwin.

North end siding Pine Bluff.

#### Monroe Subdiv.

Monroe, north end No. 2 track.

**9-B. All Hand Throw and Spring Switches are less than No. 15 turn-out except as shown below:**

North end Knobel.....	No. 20
Both ends Almont siding.....	No. 20
North end Dexter Jct. (StLSW).....	No. 16
Scheller.....	No. 15
RR Jct (Monroe Sub-div.).....	No. 20

Southern District

### 9-C. Location of Hand Operated Crossovers Between Main Tracks.

Station	Milepost	Pole	Direction
DeSoto Subdiv.			
Poplar Bluff.....	165	13	Trailing
Chester Subdiv.			
Fountain.....	17	24	Trailing
Fults.....	33	25	Trailing
Pr. DuRocher.....	41	13	Facing
Pr. DuRocher.....	41	29	Trailing
Hoxie Subdiv.			
Hoxie.....	226	22	Facing
Kensett.....	296	25	Facing
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

### 11. OPERATION OVER FOREIGN LINES:

M. P. Trains and Engines using foreign line Railroads will be governed by their Rules and Instructions.

MI Trains between Ste. Genevieve and Rockview over SLSF; Rockview and Ilmo over SSW; Ste. Genevieve-Thomure and Crystal City over SLSF; Crystal City and Crystal Jct. over PPG.

#### 11 (a) Foreign Line Employees:

Employees of foreign line Railroads are subject to Rules, Timetable and special instructions of this Railroad while occupying its tracks.

#### 11 (b) River Transfer Vidalia-Natchez:

Crews handling River transfer between Vidalia, La. and Natchez, Miss. will be governed by Natchez and Southern Railway General Orders located at Vidalia and Natchez.

### 12. BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIMETABLE:

Name	Mile Post Location	Capacity
DeSoto Subdiv.:		
★ Triangle Spur.....	10.85	4 cars
★ Bussen Spur.....	11.61	35 cars
Whitehouse.....	16.09	4 cars
Hillcrest.....	17.88	Union Elec. Yard
Kimmswick.....	20.83	12 cars
Sulphur Springs.....	22.95	..
Horine.....	29.50	..
Victoria.....	39.04	7 cars
Vineland.....	80.77	..
Tiff.....	53.96	8 cars
Evergreen.....	57.75	12 cars
Iron Mountain.....	80.77	..
Lopez.....	84.10	10 cars
Hogan.....	96.07	30 cars
Leeper.....	133.16	10 cars
Keener.....	150.04	25 cars

★ Note—Trains or engines with or without cars will not be permitted to clear main track in these tracks. While switching these tracks, main track must be occupied or main track switch left open.

Southern District



## 12.—Continued

Name	Mile Post Location	Capacity
<b>Potosi Industrial Lead: (Mineral Point—Potosi)</b>		
Lumtie.....	62.08	27 cars
Lawood.....	63.50	4 cars
Potosi.....	64.41	Yard
<b>Leadwood Industrial Lead: (Bonne Terre—Leadwood)</b>		
Leadwood.....	6.64	15 cars
<b>Little Rock Subdiv.:</b>		
Enmar-Cash Whsle-East Main.....	352.37	40 cars
Ark Power & Light-West Main.....	352.42	16 cars
Midwest Casting-West Main.....	354.09	17 cars
Mabelvale-West Main.....	355.01	8 cars
Ark Power & Light-East.....	356.50	115 cars
Jacuzzi Bros.-West Main.....	357.25	25 cars
Bryant-West Main.....	362.74	22 cars
Perla.....	386.73	Yard
Daleville.....	410.09	11 cars
Gum Springs.....	415.58	Yard
Bierne.....	430.11	12 cars
<b>Delight Industrial Lead: (Delight Jct.—Delight)</b>		
Antoine.....	447.99	8 cars
Delight.....	452.10	25 cars
<b>Monroe Subdiv.:</b>		
Jerome.....	424.85	56 cars
Boydell.....	427.20	8 cars
East Ashley.....	435.50	18 cars
Muller.....	454.05	10 cars
McGinty.....	454.15	10 cars
Jones.....	457.25	20 cars
Wham.....	486.63	6 cars
Hancock.....	489.33	40 cars
Frizzell.....	494.16	2 cars
Maidco.....	508.31	7 cars
Cobb.....	508.41	5 cars
Pulpwood.....	532.54	8 cars
Standard.....	546.90	42 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
<b>Bastrop Industrial Lead: (Collinston—Bastrop)</b>		
Bastrop.....	553.64	Yard
Upland.....	557.43	6 cars
<b>Holly Grove Industrial Lead: (Holly Grove Jct.—Holly Grove)</b>		
Barton.....	329.74	5 cars
Poplar Grove.....	334.49	6 cars
Marvell.....	338.03	25 cars
Pine City.....	349.55	10 cars
Holly Grove.....	354.57	10 cars

**13. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14(c), 14(d), 14(e) AND 14(k).**

**Camden — Pine Bluff — Texarkana**

On all engines approaching crossings inside the city limits, the bell will be rung beginning as locomotive approaches the crossing whistle sign "X" and continuing until the locomotive passes over the crossing, but whistle will not be sounded except as a warning where someone is on or approaching the crossing oblivious to the approach of the train

## 13.—Continued

and whose attention can not be attracted by ringing the bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

**14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:**

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. When diesel power is being hosted from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

**3. INSTRUCTIONS RELATING TO EMPLOYES 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(e).

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

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

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

**4. 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 be cut out.

**5. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:**

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

**6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:**

Rule 206, fifth paragraph, changed to read:

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

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

Employes 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.

**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."

## 14.—Continued

## 9. BACK-UP MOVEMENTS:

GP units 97-446, 505-33 and 935-99 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

(a) When three units or less are in consist, full power may be used on all units and no special precautions are necessary.

(b) When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

## 10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

(a) **For passenger service**, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) **For freight service**, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) 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 AND SPECIAL SAFETY RULES:

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 11(a) amended as follows:

Torpedo Signals. — Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 12(j): 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; or a reflector type marker 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."

## 15.—Continued

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(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

Rule 99(j): Revised as follows: (not applicable in Illinois)

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

"(1) Against opposing trains, when required

"(2) Against following trains when making back-up movement."

Rule 99(j) does not apply to a light engine.

Train orders: Form G and V may be combined.

Rule 103: In addition to the present requirements, the following is added; "At street or highway crossing protected by automatic crossing signals: (1) when train or engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or (2) when train or engine has passed over grade crossing, and a reverse movement onto or over crossing is to be made, movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.

Rule 104(8): In addition to the present requirements, the following sentence is added: "Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) is lined before lining switch for track to be used."

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

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(c) is amended as follows:

Lights on train order signals will be displayed continuously. (If so equipped) Semaphore Type — If light absent, day indication governs.

Color Light Type — If light absent and Operator not on duty, train may proceed without clearance upon verbal advice from Train Dispatcher in these words: "No orders for (Train) at (Station); proceed without clearance."

Rule 221(d) is changed to read:

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

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

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

Rule 330: Five minutes or more will be considered delay.

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, all switches

## 15.—Continued

except those for battery, fuel pump and control in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in "idle" position, transition lever in "off" position, all switches in "off" position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Rule 510 is changed as follows:

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

Head brakeman on freight trains will ride in lead unit.

Employees are prohibited from riding or walking on the roof of any moving car.

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.

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: "One Thirty Five" "One-Three-Five."

## 16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.

2. Approach Orders (Form X). (Example)

"8:35 AM to 5:35 PM approach (—————) gang between MP 18 pole 10 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order — or —

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

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 or yellow light is received.

When proceed signal given with a yellow flag or yellow light 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. Stop Order (Form X):

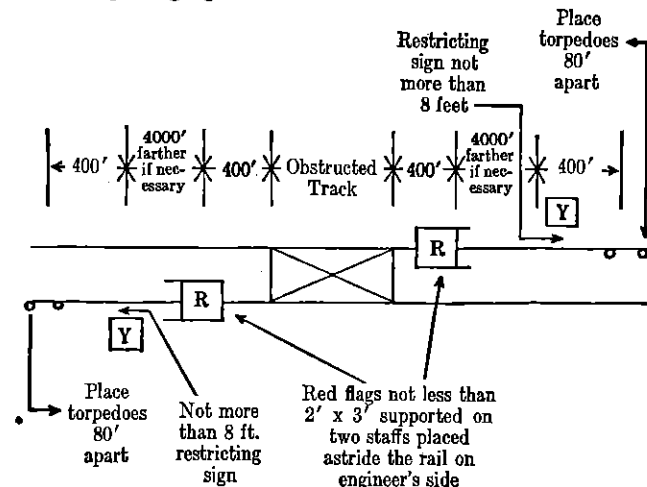
This Form of order may be used to afford protection to workmen without furnishing flag protection. Train order to be in following form:

"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."

## 16.—Continued

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.

This Form of train order may be used on following sub-divisions only:

Bush	Sparta	Warren
Cairo	Pea Ridge	Eudora
Cape Girardeau	Doniphan	Huttig
Bonne Terre	Hot Springs	Collinston
Charleston	Benton	Hamburg
Mt. Vernon	Norman	Lake Providence
(Between Pinckneyville	Nashville	Marianna
and Mt. Vernon only)	Gurdon	Wynne
Ste. Genevieve		

## 4. Special Rule — Train Protection

Trains authorized on following Subdivisions —

Charleston	Warren	Doniphan
Pea Ridge	Nashville	Marianna
Cairo	Benton	Eudora
Ste. Genevieve	Norman	Hamburg
Bonne Terre		
Wynne (Between Paragould & Wynne)		
Collinston (Between Collinston & Clayton Jct.)		
Huttig (Between Sterlington & Eldorado)		

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

## 23. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

Rules and instructions governing the operation of a Railroad Radio Communication system. Circular 81, Rules and Instructions for the government and protection of employes whose duties require them to go between, under or about engines or cars.

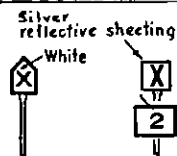
## 26. PULLING AIR HOSE APART, BRAKE PIPE CHARGED:

When necessary to part the air hose, after not less than a full service brake pipe reduction has been made, angle cocks on each side of hose to be parted must be closed, after which the air hose may be allowed to pull apart.

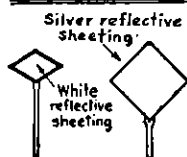
EXCEPTION: When cutting off pusher while running, the air hose may be allowed to pull apart after angle cocks are closed.

**STATION ONE MILE SIGN**

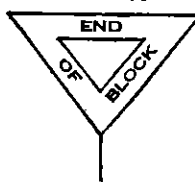
See Rule 14 (m)  
(One mile from station first switch of siding, whichever is nearer, on single track in main order territory. Not to be used on branch lines.)

**HIGHWAY GRADE CROSSING WHISTLE SIGN**

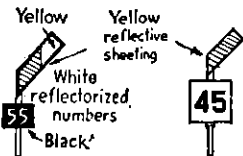
When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (f) applies at each crossing.

**RAILROAD CROSSING-JUNCTION-DRAWBRIDGE (except when protected by interlocking), ONE MILE SIGN**

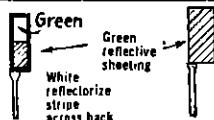
See Rule 98



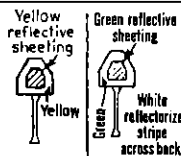
END OF ABS

**PERMANENT SPEED RESTRICTION SIGN**

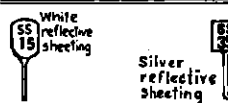
See Rule 10(h) and Timetable Special Instructions

**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)

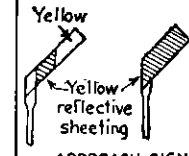
**TEMPORARY RESUME SPEED SIGN**

When moving points in trailing movements

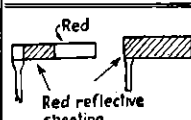
**TRAIN DISPATCHERS**

Dugan, Raymond J.  
Streeter, Murray S.  
Cathings, Charles H.  
Chappuis, Clyde L.  
Butler, William T.  
Brown, Hiram J.  
Finn, Herbert D.  
Krepper, Edward L.  
Turner, Thomas H.  
McKoin, J. A.  
Bartlett, Kenneth R.  
Tinsley, Frank B.

Davidson, David B.  
Borchelt, Rudie E.  
Allison, H. W.  
Mowrey, R. V.  
Owens, James G.  
Woods, Oran L.  
Martin, Dick A.  
Henson, Wm. A.  
Straub, Eugene F.  
Bilkey, Thomas L.  
Pinkley, LeRoy  
McGregor, W. R.

**APPROACH SIGN**

Proceed prepared to stop before reaching stop sign.

**STOP SIGN**

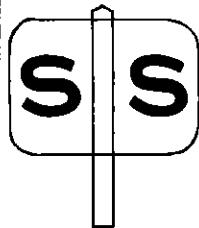
At point where stop required

**YARD LIMIT SIGN**

See Rule 93

**SWITCHING LIMIT SIGN**

Used to designate Switching Limits

**SPRING SWITCH SIGN**

Mathis, Clarence A.  
Merritt, Albert C.  
White, R. E.  
Miller, B. W.  
Staalheber, Robert D.  
Raney, W. J.  
Carver, Chas. W.  
Wilson, Wm. L.  
Covington, F. M.  
Hall, Howard  
Watley, W. C.

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

**SOUTHERN DISTRICT****MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS****DISTRICT MEDICAL OFFICERS**

Paul W. Hoover, M. D.  
Medical Arts Bldg.  
Little Rock, Ark.

Richard A. Sutter, M. D.  
Sutter Clinic — 819 Locust St.  
St. Louis, Mo.

**EMERGENCY STATION — Little Rock**

Baptist Hospital  
1700 West 13th St.

**DIVISION MEDICAL OFFICERS**

Calvin B. Folds, M. D.  
414 Wood Street  
Monroe, La.

Arthur D. Markel, M. D.  
622 Pine Blvd.  
Poplar Bluff, Mo.

Hardin O. Henrickson, M. D.  
Poplar Bluff Hospital  
215 Oak St.  
Poplar Bluff, Mo.

**LOCAL MEDICAL OFFICERS**

Harlan C. Holmes, M. D.  
Medical Arts Bldg.  
Little Rock, Ark.

F. L. Kneibert, M. D.  
622 Pine Blvd.  
Poplar Bluff, Mo.

John M. Barron, M. D.  
774 G. Adams St.  
Memphis, Tennessee

B. M. McLain, M. D.  
Lucy Lee Hospital  
Poplar Bluff, Mo.

F. J. Biggs, M. D.  
622 Pine Blvd.  
Poplar Bluff, Mo.

W. D. Robertson, M. D.  
Lucy Lee Hospital  
Poplar Bluff, Mo.

**MEDICAL OFFICERS AUTHORIZED TO GIVE ALL PHYSICAL EXAMINATIONS EXCEPT PRE-EMPLOYMENT EXAMINATIONS AND TO TREAT ON DUTY INJURIES****LOCAL MEDICAL OFFICERS**

R. Bruce Wallace, Jr., M. D.  
712 Jackson St.  
Alexandria, La.

P. M. Biason, M. D.  
Hurst, Ill.

W. V. Garnier, M. D.  
420 West Hickory Ave.  
Bastrop, La.

R. E. Harland, M. D.  
118 N. Main St.  
Ironton, Mo.

Frank B. Ogden, M. D.  
203 South Franklin  
Bastrop, La.

C. F. Peters, M. D.  
1420 Potts St.  
Malvern, Ark.

Fay S. Comer, M. D.  
800 Commercial Ave.  
Cairo, Ill.

W. K. Stowers, M. D.  
K. B. Stowers, M. D.  
304 Franklin St.  
Natchez, Miss.

H. V. Ashley, Jr., M. D.  
234 N. Sprigg St.  
Cape Girardeau, Mo.

H. A. Whittington, M. D.  
55 East Franklin St.  
Natchez, Miss.

E. Ralph May, M. D.  
982 State St.  
Chester, Ill.

John D. Ashley, M. D.  
309 Second St.  
Newport, Ark.

R. G. Guerra, M. D.  
127 North 2nd St.  
Dupu, Ill.

M. H. Harris, M. D.  
Harris Hospital and Clinic  
Third and Hazel Sts.  
Newport, Ark.

A. R. Clowney, M. D.  
J. H. Pinson, M. D.  
312 Thompson St.  
El Dorado, Ark.

Donald I. Purcell, M. D.  
Williams-Purcell Clinic  
1001 W. Kingshighway  
Paragould, Ark.

R. H. Nunnally, M. D.  
Gurdon, Ark.

Harold J. Morris, M. D.  
1030 Poplar St.  
Pine Bluff, Ark.

C. P. McCarty, M. D.  
W. T. Paine, M. D.  
McCarty-Paine-Faulkner Clinic  
513 Porter St.  
Helena, Ark.

Howard B. Throgmorton, M. D.  
College at Main  
Sikeston, Mo.

Jim McKenzie, M. D.  
601 S. Elm St.  
Hope, Ark.

L. C. Fiene, M. D.  
118 West Broadway  
Sparta, Ill.

Frank M. Burton, M. D.  
Burton-Eisele Clinic  
101 Whittington Ave.  
Hot Springs National Park, Ark.

W. W. Fullerton, M. D.  
101 N. Market St.  
Sparta, Ill.