

Company Doctors

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

Oculists or Aurists:

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

* Examiner

Official Hospitals

Name	Place-Office Location	Telephones
Arkansas Baptist Hospital,	Little Rock, 1720 W. 13th St.	FR 4-3351
Warner-Brown Hospital,	El Dorado, Oak St.	UN 3-4151
Broadway Hospital...	Shawnee, 624 N. Broadway	BR 3-5801

Chicago, Rock Island & Pacific Railroad



TIME TABLE

ARKANSAS DIVISION SECOND DISTRICT

No.

6

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

SUNDAY, OCTOBER 25, 1964

D. E. VISNEY
Superintendent

W. F. THOMPSON
Asst. General Manager

J. B. BUFFALO,
General Manager

This Time Table for the exclusive use
and guidance of Employees

Westward

Main Line

Eastward

SECOND CLASS				FIRST CLASS	MP from Memphis	SUBDIVISION 52 STATIONS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS	SECOND CLASS		
31	725	727	21	22		722	32	728									
Freight	Cotton Belt Freight	Cotton Belt Freight	Psgr.	Psgr.		Cotton Belt Freight	Freight	Cotton Belt Freight									
Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily									
P.M. 9:15	P.M. 11:15	P.M. 12:01	P.M. 10:00		FO GO-US.		MEMPHIS, TENN. *TO	27000	Yard	RFWY	A.M. 6:00	A.M. 3:00	A.M. 5:00	P.M. 3:45			
9:18	11:20	12:05	10:05	1.2	K		KENTUCKY ST. TO			R	5:30	2:50	4:22	3:35			
				3.4			SL-SF Crossing										
				3.4			BRIDGE JCT., ARK.	27004									
9:25	11:35	12:20	10:11	4.1			BRIARK	27005			5:22	2:43	4:15	3:28			
				8.2			WIMEF	27008									
				9.4	YD		WEST MEMPHIS TO	27009	79	250	wyd	5:17	2:36	3:55	3:21		
9:33	11:45	12:30	10:19	13.7			MOUNDS P	27013	102			5:12	2:29	3:41	3:14		
9:40	11:51	12:36	10:26	19.7			PROCTOR P	27020	88	2		5:06	2:22	3:31	3:07		
9:47	11:59 P.M.	12:44	10:31	26.9			HEFH P	27027	87			5:00	2:13	3:21	2:58		
9:56	12:06 A.M.	12:51	10:39	32.3			BLACKFISH P	27032	86			4:55	2:06	3:13	2:51		
10:03	12:13	12:58	10:45	38.5			WIDENER P	27038	76	20		4:49	1:58	3:05	2:43		
10:10	12:21	1:06	10:51	40.7	MN		MADISON TO	27041		131		4:46	1:54	3:01	2:39		
10:13	12:24	1:09	10:53	44.8	FC		FORREST CITY MoPac Crossing	27045	70	206	W	4:38	1:49	2:55	2:34		
10:19	12:33	1:18	10:58	51.8			PALESTINE P	27052	78	30		4:26	1:38	2:40	2:23		
10:28	12:42	1:27	11:08	59.0			GOODWIN P	27059	86	19		4:19	1:29	2:28	2:14		
10:37	12:51	1:36	11:15	64.5	WY		WHEATLEY TO	27064	84	44		4:14	1:22	2:20	2:07		
10:43	12:58	1:43	11:20	68.5			COTTON BELT JCT.				Yd	4:08	1:15		7:27 P.M.		
	1:05 A.M.	1:50 P.M.		69.2	B		SiLSW Crossing BRINKLEY TO	27069	W67 E82	106	RWYYd	4:06		2:00			
10:50			11:29	74.3			EDEN P	27074	87			3:59		1:50			
10:56			11:34	82.3			BISCOE P	27083	78	43		3:51		1:40			
11:06			11:41	88.3	MS		MESA TO	27088	84	47	Y	3:43		1:25			
11:18			11:50	93.3	HA		HAZEN TO	27093	78	59	W	3:38		1:18			
11:24			11:54	98.3			SCREETON P	27098	80	18		3:33		1:11			
11:29			11:59	102.8	NE		CARLISLE TO	27103	78	101	W	3:28		1:00			
11:35			12:03 P.M.	111.5	KO		LONOKE TO	27111	87	137	W	3:20		12:48			
11:45			12:11 A.M.	117.0			METO P	27117	83			3:15		12:42			
11:52 P.M.			12:16	124.6			GALLOWAY P	27124	88	15		3:08		12:34			
12:01 P.M.			12:23	129.7			TIE PLANT P	27129	94		Yd	3:02		12:28			
12:09 A.M.			12:28	130.5			SiLSW Crossing	27130									
				131.9			NORTH LITTLE ROCK. P	27132	51	550	Yd	2:58		12:18			
12:18			12:32	132.8			MoPac Crossing.										
				132.9	DS		LITTLE ROCK. TO	27133		260	RFWYd	2:55		12:12			
12:28			1:20	135.2	JC		BIDDLE TO	27136		Yard	RFWT	2:22		12:01			
1:00 A.M.			1:24 A.M.									A.M.		A.M.			

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

No. 21 stops for mail at West Memphis daily except Sundays and Holidays.

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

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

North Little Rock: HMT (Hold Main Track) color-light dwarf signal MP 131, pole 1 for Westward trains. This signal displays yellow indication only, and when so displayed authorizes movement on main track to absolute signal at MP 131, pole 36, subject to indication of ABS 1313. This "Hold Main Track" signal is not an automatic block signal.

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

Westward

Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 51 STATIONS			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
31			21												
Freight			Psg.									Psg.			Freight
Daily			Daily									Daily			Daily
			A.M. 1.20	260	DS.....	LITTLE ROCK.....	2.3	TO	132.9	27133	RFWYd	A.M. 2.30			
			1.24	Yard	JC.....	BIDDE.....	1.2	TO	135.2	27135	RFWT	3.1 2.22			P.M. 8.00
			1.26			HOT SPRINGS JCT....	3.5	P	136.4	27137	Y	2.20			7.35
						MoPac Crossing .	3.5		139.9	27140					
			2.40	88	14	PULASKI	1.8	P	141.7	27142		2.13			7.27
			3.00		48	MAUMELLE	8.7	P	150.4	27150		1.59			6.59
			3.06		91	PINNACLE.....	2.5	P	152.9	27153		2.1 1.53			6.50
			3.23		87	ROLAND	6.4	P	159.5	27159		1.45			6.34
					12	LEDWIDGE	7.4	P	166.9	27167		1.33			6.20
			3.54		64	BIGELOW	5.4	TO	172.3	27172		f 1.23			6.08
			4.03		25	HOUSTON	4.5	P	176.6	27177		1.18			5.59
			4.20		82	PERRY.....	7.1	TO	183.8	27184		f 1.06			5.42
			4.42		31	ADONA.....	5.9	P	189.7	27190		1.00			5.31
					68	HOMWOOD.....	4.6	P	194.3	27194		12.55			5.22
					20	CASA.....	4.1	P	198.4	27198		12.50			5.15
			5.00		70	BIRTA.....	5.1	P	203.5	27203		12.44			5.04
			5.10		87	OLA.....	5.1	TO	208.6	27209	W	s 12.37			4.55
			5.16		33	MICKLES		P	213.7	27214		12.27			4.46
			5.24		31	DANVILLE.....	5.8	TO	219.5	27219	W	f 12.21			4.38
			5.30		24	BELLEVILLE.....	4.3	TO	223.8	27224		f 12.16			4.31
			5.38		27	HAVANA.....	4.8	P	228.6	27229		12.11			4.23
			5.46		87	WAVELAND.....	5.8	P	234.5	27234		A.M. 12.05			4.12
			5.56		61	BLUE MOUNTAIN.....	4.9	P	239.4	27239		P.M. 11.58			4.03
			6.06		10	MAGAZINE.....	5.7	P	245.1	27245		11.52			3.40
			6.20		85	BOONEVILLE.....	6.6	TO	251.7	27252	YdRYW	11.44			3.30
			A.M. 4.15	100			118.8					P.M. 11.36			P.M.

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

No. 22 flag stop for revenue passengers only.

Track No. 1 Booneville is designated as siding per Rules 86 and S-89.

Dispatchers phones other than at stations, are located at:

- MP-155 Pole 28
- MP-161 Pole 28
- MP-168 Pole-33
- MP-178 Pole-30

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

Westward

Main Line

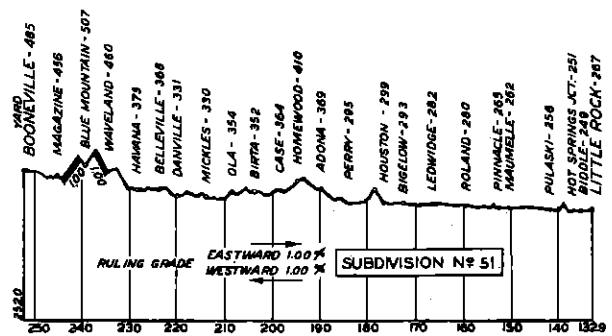
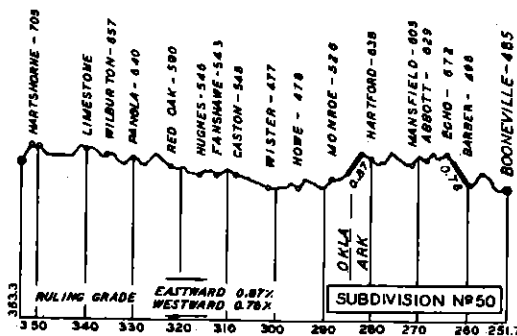
Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 50 STATIONS			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
	31		21												
	Freight		Psgr.			TIME TABLE NO. 6						Psgr.		Freight	
	Daily		Daily			October 25, 1964						Daily		Daily	
	A.M. 6.20		A.M. 4.15	85	100	BO.....	BOONEVILLE.....	TO	251.7	27252	W YDRY	P.M. 11.36		P.M. 3.30	
	6.40		4.25	47			BARBER.....	P	259.6	27260		11.27		3.16	
	6.47		4.31	70			ECHO.....	P	264.3	27264		11.21		3.06	
			4.36		18		ABBOTT.....		268.4	27268		11.15			
	7.01		4.42	34	25	MF.....	MANSFIELD.....	TO	271.5	27272		11.05		2.50	
	7.15		4.52	69	37		HARTFORD, ARK.....	P	280.0	27280		10.56		2.35	
	7.28		5.02	58	9		MONROE, OKLA.....	P	288.4	27288		10.45		2.15	
							KCS Crossing.....								
	7.38		5.09	70	56	BX.....	HOWE.....	TO	295.4	27295		10.35		2.00	
							SL-SF Crossing.....	UX							
	7.48		5.29	80	36		WISTER.....	P	301.8	27301	W	10.14		1.45	
	7.58		5.37	78			CASTON.....	P	308.7	27308		10.05		1.33	
			5.41				FANSHAW.....		312.5	27313		10.01		1.28	
	8.09		5.45	72	2		HUGHES.....	P	316.0	27316		9.54		1.23	
	8.18		5.52	68	24	RO.....	RED OAK.....	TO	322.3	27322		9.47		1.14	
	8.31		6.00	78	10		PANOLA.....	P	330.0	27330		9.37		1.04	
	8.42		6.06	61	77	WN.....	WILBURTON.....	TO	335.6	27335	W	9.30		12.55	
	8.51		6.10	148			LIMESTONE.....	P	340.0	27340		9.20		12.47	
	9.10 A.M.		6.23 A.M.		26	HN.....	HARTSHORNE.....	TO	351.5	27352	YRW	9.06 P.M.		12.25 P.M.	

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

Track No. 1 Booneville is designated as siding per Rules 86 and S-89.

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



Westward

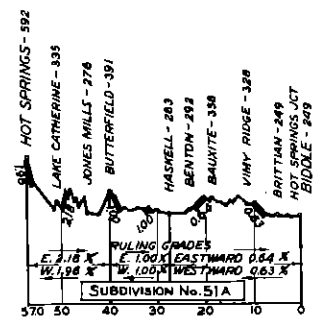
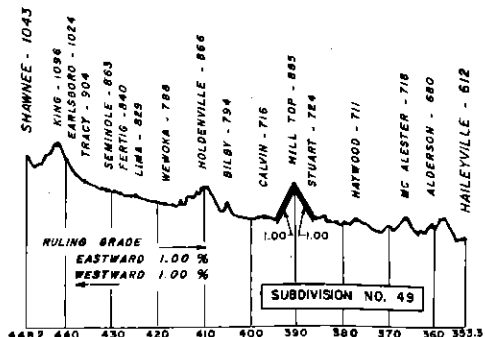
Main Line

Eastward

SECOND CLASS		FIRST CLASS		Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 49			M. P. from Memphis	Station Numbers	Signs	FIRST CLASS		SECOND CLASS	
31		21				STATIONS						22		32	
Freight		Psg.		TIME TABLE NO. 6			Pagr.		Freight						
Daily A.M. 9.10		Daily A.M. 6.24		October 25, 1964			Daily P.M. 9.04		Daily P.M. 12.25						
	9.23		6.37	68	282	HN.....HARTSHORNE.....*	TO	351.5	27352	RYW					
	9.35		6.50 7.25	135		ALDERSON.....P		360.9	27361		8.54		12.10		
	9.49		7.37	73	147	MA.....McALESTER.....TO	UX	366.4	27366	W	8.20		P.M. 12.01		
	10.01		7.48	77	11	HAYWOOD.....P		377.4	27377	Y	8.09		A.M. 11.29		
	10.07		7.54	41		STUART.....P		386.5	27387		7.59		11.13		
	10.15		8.02	86	64	HILL TOP.....P		391.1	27391		7.53		11.04		
	10.25		8.12	54		KO&G Crossing.....		396.3							
	10.32 32		8.22	140	182	CALVIN.....P		397.2	27397		7.44		10.52		
	10.45		8.32	108	110	BILBY.....P		405.3	27405		7.31		10.39		
	10.55		8.40	100		HD.....HOLDENVILLE.....TO		410.7	27411	WY	7.24		31 10.32		
			8.44		58	SL-SF Crossing.....									
	11.15		8.52	62	259	WA.....WEWOKA.....TO		418.7	27418	W	7.09		10.17		
	11.30		8.59	85	11	LIMA.....P		425.0	27426		6.57		10.09		
			9.06		10	FERTIG.....P		428.5	27429		6.53				
	11.45 A.M.		9.10	68		DM.....SEMINOLE.....TO		431.2	27431	W	6.49		10.00		
	12.30 P.M.		9.25 32 A.M.			TRACY.....P		435.8	27436		6.39		9.54		
						EARLSBORO.....P		439.8	27440		6.34				
						KING.....P		442.1	27442		6.31		9.40		
						JE.....SHAWNEE.....*	TO	448.2	27448	RYdW F	6.20 P.M.		21 9.25 A.M.		

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

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



Southward

Hot Springs Branch

Northward

SECOND CLASS					Station Numbers	SUBDIVISION 51a					M. P. from Hot Springs Jct.	Capacity of Sidings	Capacity of Other Tracks	Signs	SECOND CLASS				
749	695	87				STATIONS									36	88	696	746	
Missouri Pacific Freight	Freight	F freight				TIME TABLE NO. 6									Freight	Freight	Freight	Missouri Pacific Freight	
Daily Except Sunday	Mon. Wed. Fri.	Tues. Thur. Sat.				October 25, 1964									Daily Except Monday	Mon. Wed. Fri.	Tues. Thur. Sat.	Daily Except Sunday	
	A.M. 9.00	A.M. 9.00			27136	JC	Signal indicates lines Rules 400 to 408	BIDDLE	.....	★TO	.....	.....	Yard	RFWT	A.M. 7.30	P.M. 7.55	P.M. 6.50	
	9.05	9.05			27137	.....	.....	HOT SPRINGS JCT.	.....	.....	0.0	.....	.....	YYd	7.05	7.45	6.35	
	9.35	9.35			81142	.....	.....	BRITAIN	.....	P	4.9	66	.....	.....	6.50	7.13	6.00	
	9.55	9.55			81148	.....	.....	VIMY RIDGE	.....	P	11.5	49	9	.....	6.35	6.55	5.35	
	11.55 A.M.	11.55 A.M.			81155	BI	.....	BAUXITE	.....	TO	18.8	86	.....	YdW	6.22	6.38	5.15	
							.....	MoPac Crossing	.....	UX	22.1	.....	.....	.....		
	12.05 P.M.	12.05 P.M.			81159	N	.....	BENTON	.....	TO	23.1	67	111	W	6.10	6.30	5.01	
	12.15	12.15			81164	SK	.....	HASKELL	.....	★TO	27.4	77	155	RYYd	6.00 A.M.	6.20	4.50	
							.....	MoPac Crossing	.....	.....	27.7	.....	.....	.....		
											
	A.M. 3.50	12.45 P.M.	12.45		81176	.....	.....	BUTTERFIELD	.....	P	40.0	22	115	RYYd		5.30	4.00	A.M. 10.15
	4.05		1.00		81180	GS	.....	JONES MILLS	.....	TO	44.5	24	30	Yd		5.00	P.M.	
	4.20		1.15		81187	.....	.....	LAKE CATHERINE	.....	.....	50.7	.....	47	.....		4.05		9.45
	4.35 A.M.		1.25				.....	MP Jct.	.....	.....	54.1	.....	.....	RYd		3.50		9.30
			1.35 P.M.		81193	HD	.....	HOT SPRINGS	.....	TO	57.0	6	171	RYd WY		3.45 P.M.		A.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD EXCEPT NO. 749 IS SUPERIOR TO NO. 746

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

Train assuming No. 749's schedule at Butterfield must originate at Malvern as No. 748 unless authorized by train order out of Butterfield.

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

TIME TABLE RULE NO. 14 IN EFFECT

INFORMATION ONLY (EXCEPT MONDAY): No. 35 Leave Biddle 9.00 A.M.
 Arrive Fordyce 1.00 P.M.
 Leave Fordyce 2.00 P.M.
 Arrive El Dorado 5.00 P.M.

Southward

Des Arc Branch

Northward

SUBDIVISION 52a					Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a					M. P. from Mesa	Signs
STATIONS								STATIONS						
TIME TABLE NO. 6								TIME TABLE NO. 6						
October 25, 1964								October 25, 1964						
					89014	.....	50	.....	DES ARC	.....	.....	13.5	W	
					27088	98	91	MS	.....	TO	.....	0.0	YYd	

TRAINS AND ENGINES WILL OPERATE PER RULE 93

Southward

Camden Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 51c		M. P. from Butterfield	Signs	SECOND CLASS			
	747	695	STATIONS				696	748						
	Missouri Pacific Freight	Freight	TIME TABLE NO. 6				Freight	Missouri Pacific Freight						
	Daily Except Sunday	Mon. Wed. Fri.	October 25, 1964		Tues. Thur. Sat.	Daily Except Sunday								
	A.M. 10.20	P.M. 12.45				P.M. 4.00	A.M. 3.45							
			81176	90	22	..... BUTTERFIELD	5.0	0.0	RYYd				
	10.35 A.M.	1.45 P.M.	82181	122	28	MR..... MALVERN		5.0	RFWYd	3.30 P.M.	3.30 A.M.			
			.....	22	.....	..... MoPac Crossing	UX	5.6	.....				
			82190	....	42	..... LANDERS		13.8	.....				
			82200	8	14	..... WILLOW		23.6	.....				
			82208	29	.....	..... MANNING		31.8	.....				
			82216	24	48	RA..... SPARKMAN	TO	40.1	.....				
			82224	16	.....	..... SMEAD		48.6	.....				
			82235		52	..... SHUMAKER		58.5	.....				
			82237	15	.....	..... KENT		60.5	Yd				
						..... StLSW JCT.		60.5	.....				
			82240	59	.....	..... CN..... CAMDEN	TO	63.2	W				

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD
 Train assuming No. 695's schedule at Butterfield must originate at Biddle, Subdivision 51a, as No. 695 unless authorized by train order out of Butterfield.
 Train assuming No. 747's schedule at Butterfield must originate at M.P. Jct, as No. 746 unless authorized by train order out of Butterfield.
 TRAINS AND ENGINES WILL OPERATE PER RULE 93 BETWEEN MALVERN AND KENT

Southward

Stuttgart Branch

Northward

				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c		M. P. from Mesa	Signs				
		STATIONS												
		TIME TABLE NO. 6												
		October 25, 1964												
				27088	84	91	MS..... MESA.....	TO	0.0	YYd				
				84008	8	.....	..... BALLE		7.9	.....			
				84014	6	18	..... KAY		14.0	Y			
			 StLSW Crossing	UX	19.9	.....			
			 StLSW Crossing	UX	20.6	.....			
				84021	.....	101	G..... STUTTART.....	TO	20.8	YW Yd			

Trains originating at Stuttgart which will operate on Sub-Division 52 must obtain clearance at Stuttgart.
 TRAINS AND ENGINES WILL OPERATE PER RULE 93

Southward

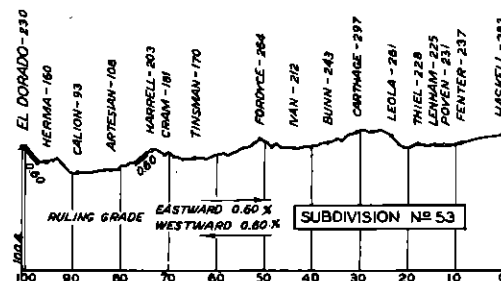
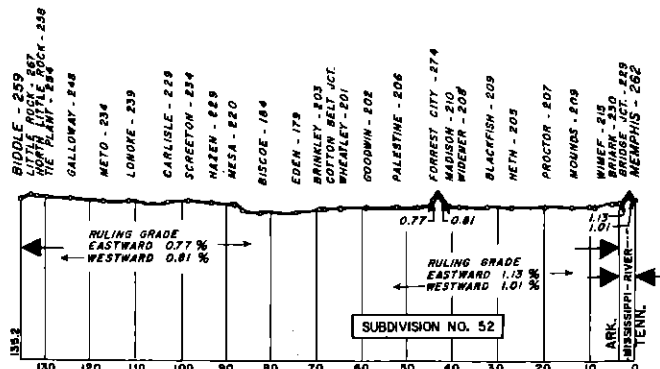
Main Line

Northward

SECOND CLASS			SUBDIVISION 53 STATIONS				SECOND CLASS		
			Station Numbers	Capacity of Other Tracks	Capacity of Sidings	TIME TABLE NO. 6 October 25, 1964	M. P. from Haskell	Signs	36
									Freight
									Daily Except Monday
									A.M.
			81164	125	77	SK.....HASKELL.....*	0.0	RYYd	5.50
			85172	14		.....FENTER.....	8.9	.....	5.15
			85176	12	....	YN.....POVEN.....TO	12.4	.....	5.05
			85178	17	....	.....LENHAM.....	14.2	.....	5.00
			85182	22	....	.....THIEL.....	18.1	.....	4.40
			85187	22	47	OA.....LEOLA.....TO	23.4	.....	4.30
			85194	22	47	.....CARTHAGE.....	30.4	.....	4.10
			85200	56	....	.....BUNN.....	36.5	.....	3.50
			85207	26	48	.....IVAN.....	43.9	.....	3.30
			85214	231	95	FY.....FORDYCE.....TO	50.7	WYd	3.15
						.....StLSW Crossing.....	50.8		
			85228	178	118	NS.....TINSMAN.....*	64.6	YYd W	1.45
			85233	80	....	.....CRAM.....	70.9	.....	1.20
			85237	33	86	HR.....HARRELL.....TO	73.6	.....	1.15
			85246	6	66	.....ARTESIAN.....	82.1	.....	1.01
			85252	104	48	KN.....CALION.....TO	89.0	.....	12.51
			85258	....	118	.....HERMA.....	95.6	.....	12.40
			85264	Yard	....	DO.....EL DORADO.....*	100.4	RFWT YYd	12.30 A.M.

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

INFORMATION ONLY (EXCEPT MONDAY): No. 35 Leave Biddle 9:00 A.M.
Arrive Fordyce 1:00 P.M.
Leave Fordyce 2:00 P.M.
Arrive El Dorado 5:00 P.M.



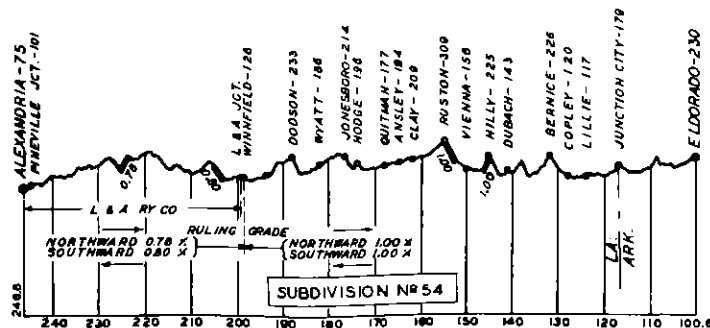
Southward

Main Line

Northward

SECOND CLASS					SUBDIVISION 54				SECOND CLASS	
35					STATIONS				36	
Freight		Station Numbers			TIME TABLE NO. 6		M. P. from Haskell		Freight	
Daily Except Monday		Capacity of Other Tracks			October 25, 1964		Signs		Daily Except Monday	
A.M.									P.M.	
2.30		85264	Yard	.....	DO..... EL DORADO.....	★ TO	100.6	RFWT		10.45
3.10		85280	80	52	JN..... JUNCTION CITY, ARK.-LA.	TO	116.7	Yd		9.10
3.22		85287	.....	36	..... LILLIE.....	.....	123.5	.....		8.50
3.30		85291	.....	48	..... COPLEY.....	.....	127.8	.....		8.40
3.38		85296	108	35	BN..... BERNICE.....	TO	132.2	W		8.32
3.59		85305	62	38	DU..... DUBACH.....	TO	141.2	.....		8.15
4.10		85309	22	.....	..... HILLY.....	.....	145.5	.....		8.05
4.18		85314	.....	22	..... VIENNA.....	.....	150.3	.....		7.55
4.50		85319	155	61	RS..... RUSTON.....	TO	154.8	WYYd		7.45
					..... IC Crossing.....	.....			
5.01		85326	.....	33	..... CLAY.....	.....	161.8	.....		7.15
5.05		85329	38	.....	SY..... ANSLEY.....	TO	164.7	.....		7.08
5.13		85332	30	48	..... QUITMAN.....	.....	168.3	.....		7.00
5.25		85338	81	.....	HO..... HODGE.....	TO	174.0	Yd		6.42
5.30		85340	74	28	JO..... JONESBORO.....	TO	176.4	W		6.37
5.42		85346	28	32	..... WYATT.....	.....	182.4	.....		6.27
5.56		85352	11	53	DN..... DODSON.....	TO	188.4	.....		6.15
6.16		85362	135	.....	..... WINNFIELD YARD.....	.....	198.1	Yd		5.55
6.21		85363	155	.....	W..... WINNFIELD.....	TO	199.3	RWY Yd		5.50
6.37		.....	.....	.....	WN..... L&A JCT.....	TO	199.9	R		5.30
		.....	.....	.....	..... PINEVILLE JCT.....	.....	245.5	.....	
		.....	.....	.....	AD..... ALEX. L&A YARD.....	TO	246.5	R		
9.30 A.M.		85410	204	.....	AX..... ALEXANDRIA.....	TO	246.8	RFWY Yd		4.00 P.M.

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



Southward

Eunice Branch

Northward

				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 55		M. P. from Haskell	Signs					
							STATIONS				TIME TABLE NO. 6				
								October 25, 1964							
				85410	204	.....	AX.....	ALEXANDRIA	0.7	246.8	RFWYYd				
				85411	.....	.....	.....	R.I. JCT.	0.3	247.1	.....			
				.....	.....	.....	.....	ALEXANDRIA JCT.	2.7	249.8	.....			
				85422	22	.....	.....	T&P Crossing Lamourie	7.9	257.7	.....			
				85425	30	.....	.....	LECOMPTÉ	3.3	261.0	W				
				.....	.....	.....	.....		15.0						
				85440	10	.....	.....	TURKEY CREEK	6.4	276.0	.....			
				85446	23	.....	.....	PINE PRAIRIE	2.1	282.4	.....			
				85448	25	.....	.....	EASTON	8.3	284.5	.....			
				85456	32	12	.....	MAMOU	8.8	292.8	W				
				.....	.....	.....	.....	SO. PAC. JCT.	1.0	301.6	.....			
				85465	.....	.....	NI.....	EUNICE	57.1	302.6	RYYd				

TRAINS AND ENGINES WILL OPERATE PER RULE 93.

Southward

Crossett Branch

Northward

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53a		M. P. from Tinsman	Signs	SECOND CLASS				
							STATIONS				TIME TABLE NO. 6				
								October 25, 1964							
			673				NS.....	TINSMAN	0.0	0.0	RWYYd				
			Mixed				.....	BANKS	6.2	6.2	Yd				
			Daily Except Sunday				.....	CRANEY	4.7	10.9	.....			
			P. M.	85228	178	48	.....	W&SR JCT.	4.8	15.7	Yd				
			9.00	85228	178	48	.....	HERMITAGE	1.1	16.8	Yd				
			9.35	86235	95	48	.....	INGALLS	4.8	21.6	.....			
			9.50	86240	17	.....	.....	VICK	4.8	26.4	.....			
			10.00	86246	75	48	.....	BROAD	2.9	29.3	.....			
			10.15	86251	10	.....	.....	STILLIONS	3.3	32.6	.....			
			10.25	86253	.....	13	.....	WHITLOW	4.9	37.5	.....			
			10.35	86256	6	.....	.....	WHITLOW JCT.	1.0	38.5	.....			
			10.45	86259	14	.....	.....	AD&N Crossing	4.5	43.0	.....			
			11.00	86268	.....	16	.....	MoPac Crossing	0.1	43.0	.....			
			11.15	86269	38	.....	.....	A&M JCT.	43.1	43.1	RFWYYd				
			11.45 P.M.	86274	208	.....	ST.....	CROSSETT	43.1	43.1	RFWYYd				

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

SPEED RESTRICTIONS

LOCATION			LOCATION	Psgr. Trains	Freight Trains
ALL SUBDIVISIONS		85 Foot & Longer Cars			
Authorized speed through switch leads of turnouts as follows:					
No. 15	25	20			
No. 10	15	15			
Less than No. 10	10	10			
LOCATION OF No. 15 TURNOUTS					
Subdivision 52 MP 134 pole 31 crossover.					
Subdivision 52 MP 134 pole 33 End of two main tracks.					
Subdivision 51 MP 136 pole 14 Entrance West Lead.					
MAXIMUM ENGINE SPEEDS					
1-3, 402, 403, 409, 625, 626, 628-656, 633B, 634B, 637B-642B, 750, 751	90				
400, 401	85				
485-499, 621, 9002-9004, 9015, 9016	80				
38-40, 42-49, 100-120, 122-143, 100B-109B, 120B-123B, 128B-135B, 200-224, 404-408, 410, 411, 425-441, 675-677, 675B-677B, 1200-1239, 1250-1300, 1302-1353	70				
450-462, 464-475, 537-546, 765-779, 795-797, 811-840	65				
598, 599, 716-732, 735-745, 759, 760, 798-806	60				
529-536, 1000, 1001, 1003-1015	45				
550-563, 700-707, 900-914	40				
351, 361-373, 375-377	30				
Trains and engines moving against current of traffic on two main tracks over facing point spring switches, not protected by signals.	30				
Road freight or passenger diesels, other than road switchers, backing up	40				
When this being done, except in switching movements or when shoving cars, a member of the crew must be in the leading end of the unit within reach of the communicating signal or emergency valve.					
Engines, except RDC cars running forward light or with only one car	Freight train speed				
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.					
Motor cars without cars approaching interlocking signals and within interlocking limits	10				
Weed Spray No. W.S.6 Operating or running light	30				
Trains handling Scale Test Car RI 95384	40				
All scale cars when moving in trains will be handled five (5) cars ahead of caboose.					
Short wheel-base Ore Hoppers	30				
Trains handling Alumina Ore	45				
Ditcher-Spreader 95319 must not be moved in trains in excess of 25 MPH, except when moving dead, in trailing position, coupled to a load at either end, in which case the maximum speed can be increased to 40 MPH.					
Snow plows and Diesel units with pilot plows while plowing snow, when meeting, passing or being passed by a passenger train	5				
Except as shown below trains handling steam derrick, pile driver, spreader car with wings secured, locomotive cranes, burrow and caterpillar crane, on own wheels, unless otherwise advised by officer	25				
Crane 95260 and Pile Driver 95232 on Subdivisions 49, 50, 51 and 52	35				
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.					
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:	40				
SUBDIVISION 49	40				
SUBDIVISION 50	40				
SUBDIVISION 51	40				
SUBDIVISION 52	40				
SUBDIVISION 53	30				
SUBDIVISION 54	30				
SUBDIVISION 55	15				
SUBDIVISION 51A	25				
SUBDIVISION 51C	15				
SUBDIVISION 52A	15				
SUBDIVISION 52C	15				
SUBDIVISION 53A	25				
Ditcher, or other types of spreaders handled in trains in through movements, must have wings in trailing position when practical, while movement being made.					
Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.					
Where speeds on any subdivision or part thereof are lower than the above, the lower speed will govern.					
Trains handling Biddle Wrecking Crane 95018 must not exceed speed of 15 MPH over bridges 1325, H-439, and LV-15.					
SUBDIVISION 49 (except as shown below)				59	50
MP 351-08 to MP 352-26				45	40
MP 365-00 to MP 367-08				25	25
MP 366-23 MKT crossing				25	25
MP 382-14 to MP 382-22				55	50
MP 387-11 to MP 394-10				50	45
MP 396-16 KOG crossing engine only				20	20
MP 397-20 to MP 397-26				30	30
Bridge 3978				30	20
MP 397-29 to MP 398-06				50	40
MP 401-00 to MP 401-08				40	35
MP 401-16 to MP 407-05 (except as shown below)				55	50
MP 403-26 to MP 404-05				35	35
MP 405-03 to MP 405-10				55	45
MP 408-26 to MP 409-01				50	40
MP 410-26 SLSF crossing				20	20
MP 414-08 to MP 415-02 (except as shown below)				45	40
MP 414-08 to MP 414-16				40	35
MP 424-02 to MP 426-07				55	45
MP 431-12 Engines only over First Street Seminole				25	25
MP 431-27 to MP 432-02				50	45
MP 438-00 to MP 439-07				45	40
MP 440-28 to MP 441-09				50	45
MP 447-10 to MP 448-01				25	25
SUBDIVISION 50 (except as shown below)				59	50
MP 251-16 to MP 253-01				30	25
MP 259-06 to MP 259-14				45	35
MP 265-22 to MP 266-07				50	45
MP 276-04 to MP 276-29				50	45
MP 277-30 to MP 277-34				50	40
MP 281-29 to MP 282-08				50	45
MP 283-15 to MP 283-23				50	45
MP 286-01 to MP 286-08				50	45
MP 293-25 to MP 294-18 (except as shown below)				40	35
MP 293-35 to MP 294-07				35	30
MP 295-14 KCS Crossing				20	20
MP 295-32 to MP 296-03				45	40
MP 298-20 to MP 299-00				45	40
MP 299-00 to MP 300-03 (except as shown below)				35	30
MP 299-23 to MP 299-28				30	25
MP 300-03 to MP 302-31 (except as shown below)				45	40
MP 300-24 to MP 300-32				40	35
MP 301-23 to MP 301-29				40	35
MP 301-29 SLSF Crossing				15	15
MP 303-10 to MP 303-23				55	50
MP 345-03 to MP 345-10				50	45
MP 347-09 to MP 347-15				50	45
MP 347-31 to MP 349-03				50	50
MP 351-08 to MP 354-31				45	40
SUBDIVISION 51 (except as shown below)				59	50
MP 132-31 to MP 135-07				35	30
MP 135-07 to MP 136-30				20	20
MP 138-24 to MP 139-26				40	35
MP 139-33 Mo. Pac. Crossing				25	25
MP 139-26 to MP 140-20				25	25
MP 140-20 to MP 142-15				45	40
MP 146-17 to MP 146-33				25	20
MP 147-0 to MP 147-05				45	35
MP 148-32 to MP 149-02				45	35
MP 149-20 to MP 151-09				25	20
MP 151-09 to MP 153-03				40	35
MP 153-03 to MP 154-02				25	25
MP 154-02 to MP 161-05				45	35
MP 161-07 to MP 164-14 (except as shown below)				45	40
MP 161-07 to MP 161-15				30	25
MP 164-14 to MP 167-07				40	30
MP 167-07 to MP 169-11				25	20
MP 169-11 to MP 170-09				40	30
MP 170-09 to MP 171-25				25	25
MP 171-25 to MP 174-02 (except as shown below)				55	50
MP 173-04 to MP 173-15				50	40
MP 174-02 to MP 174-19				40	35
MP 178-05 to MP 179-32				25	20
MP 179-32 to MP 182-18				50	45
MP 212-09 to MP 212-17				40	35
MP 218-35 to MP 220-15				45	40
MP 232-19 to MP 233-09				50	45
MP 251-16 to MP 255-01				30	25

SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	All Trains
SUBDIVISION 52 (Except as shown below)	70	60	SUBDIVISION 51C (Except as shown below)	40
Memphis - Entering 4th Street Yard	5	5	Butterfield - East leg wye	15
Memphis - I.C. Wye - Texas & Broadway	5	5	MP 0-00 to MP 0-21	15
Kentucky Street - Memphis to Briark	25	25	MP 0-21 to MP 2-25	20
MP 4-06 to MP 40-32	70	50	MP 2-33 to MP 4-0	25
MP 43-20 to MP 45-01	45	40	MP 4-0 to MP 5-27	20
MP 44-28 - Mo. Pac. Crossing	35	35	MP 11-21 to MP 12-0	25
MP 68-07 to MP 130-21 (Except as shown below)	70	50	MP 13-16 to MP 14-26	25
MP 69-8 - StLSW Crossing	20	20	MP 16-13 to MP 16-28	25
MP 84-27 to MP 85-27	55	40	MP 18-21 to MP 43-25	25
Bridge 853	25	25	MP 52-8 to MP 60-17	25
MP 85-27 to MP 87-09	55	40	Bridge C-557	10
MP 130-17 - StLSW Crossing	35	35	SUBDIVISION 52A	20
MP 130-21 to MP 132-02	40	35	SUBDIVISION 52C	30
MP 132-02 to MP 132-31 (Except as shown below)	30	30	SUBDIVISION 53A (Except as shown below)	30
MP 132-28 - East Mo. Pac. Crossing	20	20	Bridge LV 130, 131 (MP LV 13 to MP LV 13-4)	10
MP 132-31 to MP 135-07 (Except as shown below)	35	30	Bridge LV 317, 318, 319 (MP LV 31-20 to MP LV 32-0)	10
MP 133-18 - 9th Street Crossing	Restricted Speed			
	All Trains			
SUBDIVISION 53 (except as shown below)	45		SPECIAL INSTRUCTIONS	
MP 00-00 to MP 00-07	15		The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below unless otherwise instructed by officer at location of highwater. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.	
MP 49-20 to MP 51-20 (except as shown below)	30		Maximum Height of Water Above Rail	
MP 50-26 to StLSW Crossing	20		RDC cars 9002-9003-9004-9015-9016	5 inches
MP 64-28 to MP 65-04	20		Diesel engines and motor cars	3 inches
Bridge L-876 over steel portion	10		Lightweight passenger cars	7 inches
MP 93-21 to MP 93-29	35		Conventional passenger cars	12 inches
MP 97-08 to MP 100-00	30		2. Memphis is the initial station, Subdivision 52, for trains originating there.	
MP 100-00 to MP 100-18	20		2a. Little Rock is the initial station for trains originating there.	
			2b. Biddle is the initial station for trains originating there.	
SUBDIVISION 54 (except as shown below)	45		2c. Alexandria is the initial station, Subdivision 54, for trains originating there.	
MP 100-18 to MP 101-00	20		2d. Eunice is the initial station, Subdivision 55, for trains originating there.	
MP 101-00 to MP 115-18	35		3. All trains originating at Memphis must obtain clearance at Kentucky Street. This requirement will not apply to yard movements.	
MP 116-11 to MP 116-18	25		3a. StLSW eastward trains will obtain clearance at Brinkley instead of Cotton Belt Junction.	
MP 123-20 to MP 138-21	35		3b. StLSW conductors of westward trains will advise the operator at Brinkley by telephone, Cotton Belt Junction, when trains clear the main track.	
MP 143-15 to MP 154-18	35		3c. Train No. 696 must secure clearance at Malvern.	
MP 154-18 to MP 155-10	20		3d. Trains may leave Hot Springs Jct. without clearance.	
MP 169-32 to MP 177-21 (except as shown below)	35		3g. Trains must not leave Brinkley without clearance.	
MP 173-23 to MP 174-10	15		3h. Trains may leave Butterfield without clearance.	
MP 186-11 to MP 188-07	35		3i. No. 746 may leave Hot Springs without clearance when operator is not on duty and train order signal indicates proceed.	
MP 191-25 to MP 192-17	30		3k. No. 746 may leave MP Jct. without clearance.	
MP 198-34 to MP 199-21	20		3l. No. 748 may leave Malvern without clearance when operator is not on duty and train order signal indicates proceed.	
MP 199-21 to MP 199-30	15		3m. Eastward trains must secure clearance at Little Rock.	
			3n. Westward trains Subdivision 52 will not require clearance at Little Rock.	
SUBDIVISION 55 (Except as shown below)	35			
MP 246-20 to MP 247-17	20			
MP 249-20 to MP 249-27	15			
MP 250-0 to MP 255-0	30			
MP 257-20 T&P Crossing	20			
MP 257-24 to MP 258-0	15			
MP 261-0 to MP 272-0 (except as shown below)	30			
MP 267-17 to MP 267-22	20			
MP 301-0 to MP 301-19	15			
SUBDIVISION 51A (Except as shown below)	45			
MP 0-0 to MP 0-5	10			
MP 0-31 to MP 2-3	30			
MP 4-28 to MP 4-36	30			
MP 8-7 to MP 8-35	30			
MP 13-14 to MP 15-2	30			
MP 17-11 to MP 20-4	30			
MP 22-1 to MP 22-9	15			
MP 22-30 to MP 23-30	40			
MP 27-14 to MP 40-0 (except as shown below)	40			
MP 27-25 - Missouri Pacific Crossing	20			
MP 33-4 to MP 33-11	30			
MP 35-17 to MP 37-3	30			
MP 39-8 to MP 40-0	30			
MP 40-0 to MP 57-0 (except as shown below)	25			
MP 41-30 to MP 44-14	20			
MP 44-14 to MP 44-32	15			
MP 44-32 to MP 46-18	20			
MP 46-18 to MP 48-0	15			
MP 48-0 to MP 53-5	20			
MP 53-5 to MP 53-17	15			
MP 53-17 to MP 55-34	20			
MP 55-34 to MP 56-24	15			

SPECIAL INSTRUCTIONS—Continued

4. Rule 83:

Haskell, Butterfield and MP Jct. - Regular trains.
Little Rock, Tinsman, Winnfield - Trains originating and terminating.

4a. StLSW trains will register at Brinkley instead of Cotton Belt Junction.

4b. Trains will register at Kentucky Street, Memphis by use of Form 1339.

4c. First class trains will register at Biddle, Brinkley and Hartshorne by use of Form 1339.

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

Memphis - Central Station	Malvern M.P. Depot
Memphis - Fourth St.	Hot Springs
Stuttgart	El Dorado
Little Rock	Winnfield
Biddle - Yard	Alexandria
Biddle - Engine House	Crossett
Booneville	North Little Rock
Hartshorne	Pine Bluff - Gravity Yard
Shawnee	Memphis - I.C. Iowa Yard
Malvern	Memphis - I.C. Roundhouse

5a. Conductors and Enginemen running over more than one Division must consult Bulletin Board and General Order Book at initial point on each Division, except where they have consulted the Bulletin Board and General Order Book of such Division at the initial point of run.

6. Standard Clocks are located at:

Memphis - Central Station	Shawnee
Memphis - Fourth St.	Malvern
Little Rock	El Dorado
Biddle - Yard	Camden - StL SW Station
Biddle - Engine House	Winnfield
Booneville	Alexandria - L & A Yard
Hartshorne	Alexandria (Frtv. Hse)
McAlester	

7. Trains approaching train order signal displaying stop indication, will sound four blasts of whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received.

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

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

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

11b. Railroad crossings at grade protected by Automatic interlocking as shown below:

Sub-Div.	MP	Crossing
49	396.3	KO&G
49	410.7	SL-SF
51a	27.7	MoPac
52	69.2	StLSW
52	130.5	StLSW
52	132.8	MoPac
51	139.9	MoPac
53	50.8	StLSW
54	154.8	IC
55	257.7	T & P

11c. Railroad crossings at grade are protected by interlocking, except as follows:

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
49	365.6	MKT	Gate	Operator	.....	Red	Yellow
50	301.8	SL-SF	Gate	Trainmen	SL-SF	Red	Yellow
51a	22.1	MoPac	Gate	Trainmen	MoPac	Red	Yellow
51c	6.6	MoPac	Gate	Trainmen	CRI&P	Red	Yellow
52c	19.9	StLSW	Derails	Trainmen	CRI&P .....	.....	.....
52c	20.6	StLSW	Gate	Trainmen	StLSW	Red	Yellow
53a	38.6	AD&N	No Gate .....	.....	.....	.....	.....
53a	43.0	MoPac	No Gate .....	.....	.....	.....	.....

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

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

"C. & E. after (time) protect against

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

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

15. North Little Rock, Mile Post 129, pole 0 to Mile Post 131, pole 34 and Little Rock, Mile Post 132, pole 27 to Mile Post 135, pole 7, first class trains will operate at restricted speed. Within the same limits inferior trains and yard engines may occupy main tracks on the time of first class trains, but must avoid delay thereto. These instructions in no way modify requirements of Rule 99 of the Uniform Code of Operating Rules.

15a. Trains and engines may move against the current of traffic between Biddle and Little Rock when protection has been afforded by Yardmaster and crew so notified.

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

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

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

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

16c. CRI&P trains will use Missouri Pacific-Texas & Pacific tracks between RI Jct. and Alexandria Jct. Between RI Jct. and Alexandria Jct. trains will be governed by T&P Time Table and operating rules.

CRI&P trains or engines may occupy Missouri Pacific-Texas & Pacific main track only on authority of T&P train dispatcher, which can be obtained by communicating with T&P Operator, Alexandria Yard, by use of telephones located at RI Jct. and Alexandria Jct.

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

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

26. A train holding main track at meeting point must not pass beyond overlap sign nor open switch beyond the overlap sign until opposing train has entered siding and siding switch has been lined normal.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
52	85.3	White	53	87.6	Ouchita
52	132.5	Arkansas			

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

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

SPECIAL INSTRUCTIONS—Concluded

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

Subdivision	Mile Post	Kind o Structure
49	397.8	Bridge
49	405.7	Overhead Bridge
49	446.0	Bridge
50	259.2	Bridge
50	299.6	Bridge
50	332.3	Bridge
50	347.1	Bridge
51	136.2	Overhead Bridge
51	155.1	Overhead Bridge
51	170.4	Overhead Bridge
51	219.6	Overhead Bridge
51a	18.4	Overhead Bridge
51a	24.4	Overhead Bridge
51a	43.9	Overhead Bridge
51a	54.0	Overhead Bridge
51a	56.9	Overhead Bridge
51a	9.9	Overhead Bridge
51a	25.3	Overhead Bridge
52	40.6	Overhead Bridge
52	55.3	Overhead Bridge
52	132.5	Overhead Bridge
52	132.8	Overhead Bridge
53	45.4	Overhead Bridge
53	47.2	Overhead Bridge
53	50.7	Overhead Bridge
53	54.0	Overhead Bridge
53	57.8	Overhead Bridge
53	98.5	Overhead Bridge
53	100.2	Overhead Bridge
53a	31.7	Overhead Bridge
54	177.4	Overhead Bridge
54	192.0	Overhead Bridge
54	199.3	Overhead Bridge
54	245.4	Overhead Bridge

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

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

W. C. HOENIG, Asst. Supt., Little Rock, Ark.
 S. A. YOUNG, Asst. Trainmaster, Little Rock, Ark.
 L. B. BURRIS, Asst. Trainmaster-Agent, Memphis, Tenn.
 C. J. STACK, Trainmaster, El Dorado, Ark.
 L. WILLIAMS, Jr., Trainmaster, McAlester, Okla.
 R. R. RICH, Master Mechanic, Little Rock, Ark.
 W. H. STIVER, Road Foreman Equipment, Little Rock, Ark.
 R. C. CREGER, Chief Dispatcher
 L. E. OLSON, Night Chief Dispatcher

J. E. WHITE
 W. A. VANCE
 J. E. FRASER
 J. L. STEWARD
 W. NICHOLS
 J. A. HEAD
 J. W. JOHNSON
 J. I. HENDERSON

} Train Dispatchers,
 Little Rock, Ark.

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

Sub-Div.	MP	Name	Car Capacity
49	417.4	Philips Spur	4
49	427.9	Halliburton Oil Well Cementing Co.	9
50	298.8	Sun River Mining Co.	35
51a	1.2	Twen. Cen.	102
51a	3.1	Ward	70
51a	3.3	Peiser Spur	
51a	4.1	Berger	38
51a	4.4	A. P. Green	14
51a	14.6	Brooks	47
51a	17.0	Lignite	56
51a	48.3	Ark Inc.	15
51c	2.3	Cuffman Lumber Co.	10
51c	18.3	Rollo	7
52	16.2	Edmondson	17
52	34.0	Round Pond	28
52	49.9	Longino	70
52	80.5	Brasfield	11
52	91.7	Green	9
52	108.9	Sisemore	18
53	22.0	Toler Lbr. Co.	15
53	70.0	Gravel Pit	50
53a	16.4	Hermitage Gravel Co.	33
53a	18.9	St. Francis Material Co.	19
54	108.3	Catesville	17
54	129.9	C. A. Reed Lumber Co.	16
54	134.7	Claiborne Gasoline Co.	15
54	148.0	Farmers Spur	20
54	178.3	Rogers Spur	3
54	185.0	Hunt & Son Lumber Co.	13
54	185.2	Hunt & Son Lumber Co.	14
55	250.1	Turpin Builders Supply	12
55	272.3	Meridian	20
55	284.7	Continental Oil Co.	18
55	288.8	Barber Bros.	17
55	289.8	Reddell	10
55	291.7	River Brand Rice Mills	7
55	291.8	Magnolia Oil Co.	26
55	300.9	Pioneer Lumber Co.	10

34. Speedometers on road engines in main line service must be checked by observing time between mile post twice on each trip. The location, speed, and any variation must be shown on work report.

The following letters and symbol shown in "Station" and "Signs" columns indicate:

F..Fuel station.
 P..Train dispatcher's telephone.
 R..Train register station.
 T..Turntable.
 W..Water station.
 Y..Wye.
 UX..Railroad crossing not protected by interlocking.
 TO..Train order station.
 Yd..Station where yard limit signs are maintained.
 *..Radio Installation.

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

36. ALL SUBDIVISIONS. Conductors, in checking waybills or trains having a load wider than the equipment upon which it is loaded, will immediately notify the Chief Dispatcher in the event that they do not have appropriate instructions covering the handling of the car.

Yard foremen, in making up trains, should call the attention of the Yardmaster to any load wider than the equipment upon which it is loaded that is being lined up for outbound movement.

COMMUNICATION OFFICES

OFFICE HOURS

Week Days
Except Saturdays

*Sundays and Holidays

**Saturdays

SUBDIVISION 52

Memphis	Continuous
Kentucky St.	Continuous
West Memphis	8:30 a.m. 5:30 p.m.
Madison	8:30 a.m. 5:30 p.m.
Forrest City	Continuous
Wheatley	8:30 a.m. 5:30 p.m.
Brinkley	Continuous
Mesa	6:00 p.m. 3:00 a.m.
Hazen	7:30 a.m. 4:30 p.m.
Carlisle	8:00 a.m. 5:00 p.m.
Lonoke	8:00 a.m. 5:00 p.m.
Little Rock	Continuous
Biddle	Continuous

SUBDIVISION 51

Little Rock	Continuous
Biddle	Continuous
(a) (Bigelow	10:00 a.m. 11:30 a.m.
(a) (Perry	7:00 a.m. 9:30 a.m.
(and	1:00 p.m. 4:00 p.m.
Ola	**7:30 a.m. 4:30 p.m.
(Danville	7:00 a.m. 1:00 p.m.
(with lunch period	
(and	3:15 p.m. 4:00 p.m.
(b) (Belleville	1:15 p.m. 3:00 p.m.

SUBDIVISION 50

Baoneville	Continuous
Mansfield	8:30 p.m. 5:30 a.m.
Howe	Continuous
Red Oak	7:30 a.m. 4:30 p.m.
Wilburton	7:30 a.m. 4:30 p.m.
Hartshorne	***5:45 a.m. 9:45 p.m.

(initial) - Indicates Dualized Station.

SUBDIVISION 49

Hartshorne	***5:45 a.m. 9:45 p.m.
McAlester	Continuous
Holdenville	**8:00 a.m. 5:00 p.m.
Wewoka	**7:30 a.m. 4:30 p.m.
Seminole	***7:30 a.m. 4:30 p.m.
Shawnee	{***7:00 a.m. 3:00 p.m.
	{***5:00 p.m. 1:00 a.m.

SUBDIVISION 51-A

Biddle	Continuous
Bauxite	8:00 a.m. 5:00 p.m.
(c) (Benton	10:00 a.m. 4:30 p.m.
(c) (Haskell	8:00 a.m. 9:45 a.m.
(	4:45 p.m. 5:00 p.m.
Jones Mills	8:00 a.m. 5:00 p.m.
Hot Springs	**8:00 a.m. 5:00 p.m.

SUBDIVISION 52-C

Mesa	6:00 p.m. 3:00 a.m.
Stuttgart	**8:00 a.m. 5:00 p.m.

SUBDIVISION 52-A

Mesa	6:00 p.m. 3:00 a.m.
Des Arc	8:00 a.m. 5:00 p.m.

SUBDIVISION 53-A

Tinsman	**6:00 p.m. 3:00 a.m.
Hermitage	7:30 a.m. 4:30 p.m.
Crossett	***8:30 a.m. 5:30 p.m.

SUBDIVISION 51-C

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

SUBDIVISION 53

Haskell	{ 8:00 a.m. 9:45 a.m.
	{ 4:45 p.m. 5:00 p.m.
(d) (Poyen	9:00 a.m. 1:30 p.m.
(d) (Leola	6:00 a.m. 8:30 a.m.
(	2:00 p.m. 3:00 p.m.
Fordyce	***8:00 a.m. 5:00 p.m.
Tinsman	**6:00 p.m. 3:00 a.m.
Harrell	7:30 a.m. 4:30 p.m.
Calion	6:30 a.m. 3:30 p.m.
El Dorado	{***5:00 a.m. 1:00 p.m.
	{**8:45 p.m. 4:45 a.m.

SUBDIVISION 54

El Dorado	{***5:00 a.m. 1:00 p.m.
	{**8:45 p.m. 4:45 a.m.
Junction City	7:00 a.m. 4:00 p.m.
Bernice	**8:00 a.m. 5:00 p.m.
Dubach	7:00 a.m. 4:00 p.m.
Ruston	***8:30 a.m. 5:30 p.m.
Ansley	7:15 a.m. 4:15 p.m.
Hodge	8:00 a.m. 5:00 p.m.
Jonesboro	7:00 a.m. 4:00 p.m.
Dadson	7:30 a.m. 4:30 p.m.
Winnfield	6:00 a.m. 3:00 p.m.
L & A Junction	{***10:00 a.m. 6:00 p.m.
	{10:00 p.m. 6:00 a.m.
Alex. L & A Yard	Continuous
Alexandria	8:30 a.m. 5:30 p.m.

SUBDIVISION 55

Alexandria	8:30 a.m. 5:30 p.m.
Pine Prairie	8:00 a.m. 5:00 p.m.
Mamou	8:00 a.m. 5:00 p.m.
Eunice	8:00 a.m. 5:00 p.m.

TABLE OF TRAIN SPEEDS

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