

# Chicago, Rock Island & Pacific Railroad



# TIME TABLE

## ARKANSAS DIVISION SECOND DISTRICT

No. **1**

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

# SUNDAY, OCT. 26, 1958

R. W. ANDERSON,  
Superintendent

B. F. WELLS,  
Asst. General Manager

O. W. LIMESTALL,  
General Manager

This Time Table for the exclusive use  
and guidance of Employees

### Company Doctors

J. M. L. JENSEN, Chief Surgeon, .....	Chicago
*P. W. HOOVER .....	Little Rock
*J. H. FRANCIS .....	Memphis
*J. T. BRIDGES .....	Memphis
I. FENNIC TULLIS .....	Memphis
RALPH HAMILTON .....	West Memphis
J. M. ROY .....	Forrest City
H. L. McCLENDON .....	Palestine
*E. D. McKNIGHT .....	Brinkley
W. L. WALKER .....	Brinkley
J. E. HUTCHISON .....	Hazen
DAN STAPLES .....	Carlisle
B. E. HOLMES .....	Lonoke
SAM J. ALBRIGHT .....	Searcy
MILTON C. JOHN .....	Stuttgart
*R. V. McCRAY .....	Malvern
CURTIS W. JONES .....	Benton
CHARLES E. GARRETT .....	Hot Springs
RICHARD F. GRAHAM .....	Hot Springs
GLEN M. HOLMES .....	Perryville
WALTER P. HARRIS .....	Danville
*S. P. McCONNELL .....	Booneville
*D. E. LOVELESS .....	Booneville
E. J. BROWN .....	Mansfield
S. C. DEAN .....	Howa
EARL M. WOODSON .....	Poteau
J. S. CALLAHAN .....	Wilburton
*W. P. LERBLANCE .....	Hartshorne
*D. C. CLEMANS .....	Hartshorne
LOUIS DAKIL .....	McAlester
PAUL KERNEK .....	Holdenville
C. B. KNIGHT .....	Wewoka
C. S. CHAMBERS .....	Seminole
*J. W. BAXTER .....	Shawnee
*C. M. HIRST .....	Shawnee
*J. R. HAYES .....	Shawnee
J. D. KETHLEY .....	Shawnee
H. H. ATKINSON .....	Fordyce
JOHN H. DELAMORE .....	Fordyce
R. B. ROBINS .....	Camden
W. F. GINN .....	Calion
W. R. COTHERN .....	Crossett
*J. B. WHARTON, JR. ....	El Dorado
*J. H. PINSON, JR. ....	El Dorado
*ALBERT R. CLOWNEY .....	El Dorado
C. E. TOMMEY .....	El Dorado
W. C. REEVES .....	Bernice
H. C. MODISSETTE .....	Dubach
MARVIN T. GREEN .....	Ruston
T. A. DEKLE .....	Jonesboro
GEORGE M. RODGERS .....	Winnfield
*R. BRUCE WALLACE, JR. ....	Alexandria
FRANK SAYOY .....	Mamou
D. M. CARLETON .....	LeCompte
<b>Oculists and Aurists</b>	
K. W. COSGROVE .....	Little Rock
JOHN HENRY .....	Little Rock
D. H. ANTHONY .....	Memphis
D. F. FISHER .....	Memphis
*FRED D. SWITZER .....	McAlester
*CLINTON GALLAHER .....	Shawnee
C. H. LANDERS .....	El Dorado
* Examiner	

### Official Hospitals

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

### Emergency Hospitals

Name	Place
St. Joseph Hospital	Memphis
Mercy Hospital	Brinkley
General Hospital	McAlester
Eunice Sanitarium	Eunice

# Main Line Westward

SECOND CLASS				FIRST CLASS				MP from Memphis	SUBDIVISION 52 STATIONS	
	725	991	993	727		15	51		Time Table No. 1	
	Cotton Belt Freight	Freight	Freight	Cotton Belt Freight		Pagr.	Pagr.		Oct. 26, 1958	
	Daily	Daily	Daily	Daily		Daily	Daily			
	P.M. 8.30	P.M. 7.15	A.M. 10.30	A.M. 6.30		P.M. 10.00	A.M. 10.00		FO GO-US	MEMPHIS, TENN. ....*TO
								3.4	T.T. Daily Indications Rules 400 to 408	3.4 SL-SF Crossing.....
	8.50	7.25	10.45	6.53		10.08	10.09	4.1	BR	0.7 BRIDGE JCT., ARK. ....
								8.2		4.1 BRIARK.....TO
								9.4		1.2 WIMEF.....
	9.00	7.35	11.00	7.03		10.14	10.15	9.4		1.2 WEST MEMPHIS.....TO
	9.06	7.42	11.07	7.10		10.19	10.20	13.7		4.3 MOUNDS.....P
	9.14	7.50	11.15	7.20		10.24	10.26	19.7		C.O PROCTOR.....P
	9.23	8.00	11.25	7.38		10.31	10.33	26.9		7.2 HETH.....P
	9.31	8.07	11.32	7.51		10.36	10.39	32.3		5.4 BLACK FISH.....P
	9.40	8.15	11.40	8.00		10.42	10.45	38.5		6.2 WIDENER.....P
	9.43	8.18	11.43	8.05		10.44	10.47	40.7		2.2 MADISON.....TO
	9.51	8.25	11.50	8.15		s10.48	s10.51	44.8		4.1 FORREST CITY.....TO
	10.03	8.35	A.M. 12.01	8.26		10.56	11.01	51.8		MoPac Crossing PALESTINE.....P
	10.14	8.45	A.M. 12.10	8.38		11.03	11.08	59.0		7.2 GOODWIN.....P
	10.22	8.52	12.17	8.45		11.08	11.14	64.5		5.5 WHEATLEY.....TO
	10.30 P.M.			8.55 A.M.		11.12	11.18	68.5		4.0 COTTON BELT JCT.....
		9.04	12.37			s11.16	s11.21	69.2		0.7 CRISP Crossing.....UX StLSW Crossing.....UX BRINKLEY.....TO
		9.11	A.M. 12.52 992			11.21	11.26	74.3		5.1 EDEN.....P
		9.21	1.04			11.28	11.33	82.3		8.0 BISCOE.....P
						11.33	11.38	86.3		4.0 DEVALS BLUFF.....P
		9.31	1.16			11.36	11.41	88.3		2.0 MSA.....TO
		9.38	1.24			f11.41	g11.46	93.3		5.0 HAZEN.....TO
		9.45	1.31			11.46	11.51	98.3		5.0 SCREETON.....P
		9.51	1.37			f11.50	A.M. 11.56 992	102.8		4.4 NE.....TO
		10.02	1.49			f11.58	P.M. 12.04	111.5		8.7 LONKE.....TO
		10.09	1.56			P.M. 12.03	P.M. 12.09	117.0		5.5 METO.....P
		10.19	2.05			A.M. 12.10	12.16	124.6		7.8 GALLOWAY.....P
		10.26	2.13			12.15	12.21	129.7		5.1 TIE PLANT.....P
								130.5		0.9 StLSW Crossing.....
		10.30	2.18			12.18 994	12.24	131.9		1.4 NORTH LITTLE ROCK.P
						s12.30	s12.30	132.8		0.9 East MoPac Crossing.TO
		10.35	2.23			12.45	12.55	132.9		0.1 LITTLE ROCK... } Two Main Tracks } * * TO
		11.15 P.M.	3.00 P.M.			12.49 A.M.	12.59 P.M.	135.2		2.3 BIDDLE..... } 135.2 } * * TO

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

No. 51 discharge from Memphis or beyond and receive for Booneville or beyond.  
Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

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

# Main Line Eastward

**SUBDIVISION 52**  
**STATIONS**  
Time Table No. 1  
Oct. 26, 1958

					FIRST CLASS				SECOND CLASS			
					14	52			722	994	992	728
					Psgr.	Psgr.			Cotton Belt Freight	Freight	Freight	Cotton Belt Freight
					Daily	Daily			Daily	Daily	Daily	Daily
..... MEMPHIS, TENN. ....	27000	.....	Yard	RFWY	A.M. 5.30	P.M. 6.15			A.M. 4.25	A.M. 5.00	P.M. 5.30	P.M. 5.30
..... SL-SF Crossing ..... 3.4												
..... BRIDGE JCT., ARK. ....	27004	.....										
..... BRIARK ..... 0.7	27005	.....		R	5.10	6.00			3.50	4.15	4.15	5.09
..... WIMEF ..... 4.1	27006	.....										
..... WEST MEMPHIS ..... 1.2	27009	79	250	Yd	5.01	5.55			3.43	3.55	4.00	4.58
..... MOUNDS ..... 4.3	27013	102			4.56	5.51			3.31	3.41	3.27	4.50
..... PROCTOR ..... 6.0	27020	88	2		4.50	5.45			3.21	3.31	3.19	4.37
..... HETH ..... 7.2	27027	87	7		4.43	5.38			3.11	3.21	3.10	4.23
..... BLACKFISH ..... 5.4	27032	86			4.38	5.33			3.03	3.13	3.03	4.12
..... WIDENER ..... 5.2	27038	76	20		4.32	5.27			2.55	3.05	2.55	3.59
..... MADISON ..... 2.2	27041		131		4.30	5.24			2.51	3.01	2.51	3.55
..... FORREST CITY ..... 4.1	27045	70	206	W	s4.25	s5.20			2.45	2.55	2.45	3.47
..... PALESTINE ..... 7.0	27052	78	30		4.16	5.07			2.30	2.40	2.28	3.34
..... GOODWIN ..... 7.2	27059	88	19		4.09	5.00			2.18	2.28	2.18	3.20
..... WHEATLEY ..... 5.5	27064	84	44		4.04	4.54			2.10	2.20	2.10	3.08
..... COTTON BELT JCT. .... 7.0				Yd	4.00	4.50			2.00			3.00
..... CRI&P Crossing .....UX 0.7									A.M.			P.M.
..... BRINKLEY .....UX 5.1	27069	W87 E82	106	RFWYd	s3.58	s4.48				2.00	1.40	
..... EDEN ..... 8.0	27074	87	9		3.50	4.39			1.50	12.52	9.33	
..... BISCOE ..... 4.0	27083	78	43		3.42	4.31			1.40	12.41		
..... DEVALLS BLUFF ..... 2.0	27086		10		3.37	4.26						
..... MESA ..... 5.0	27088	84	47	YYd	3.34	4.23				1.25	12.25	
..... HAZEN ..... 5.0	27093	78	59		f3.29	g 4.18			1.18	12.15	P.M.	
..... SCREETON ..... 4.4	27096	88	18		3.24	4.13			1.11	12.05	P.M.	
..... CARLISLE ..... 8.7	27103	78	101	W	f3.19	4.08			1.00	11.56	A.M. 5.17	
..... LONOKE ..... 5.5	27111	87	137		f3.10	3.59			12.48	11.36		
..... METO ..... 7.6	27117	83			3.05	3.53			12.41	11.29		
..... GALLOWAY ..... 0.9	27124	88	15		2.57	3.45			12.31	11.18		
..... TIE PLANT ..... 0.9	27129	94		Yd	2.52	3.40			12.23	10.48		
..... NORTH LITTLE ROCK ..... 0.9	27132	51	550	Yd	2.48	3.37			12.18	10.43		
..... LITTLE ROCK ..... 2.3	27133		260	RFWYd	2.45	3.35				12.05	10.40	
..... BIDDLE ..... 135.2	27136		Yard	RFWT	s2.30 A.M.	s 3.20 P.M.			12.01	10.20	A.M.	A.M.

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

No. 52 discharge from Booneville or beyond and receive for Memphis or beyond.  
Form Y orders authorized between MP-69 pole 2 and MP-129 pole 7.

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

# Westward

# Main Line

# Eastward

SECOND CLASS		FIRST CLASS				SUBDIVISION 51 STATIONS					FIRST CLASS		SECOND CLASS	
993	991	51 15				Time Table No. 1			M. P. from Memphis	Station Numbers	Signs	52	14	994
Freight	Freight	Psgr.		Capacity of Sidings Capacity of Other Tracks		Oct. 26, 1958						Psgr.	Psgr.	Freight
Daily	Daily	Daily										Daily	Daily	Daily
	P.M. 10.35		P.M. 12.55	A.M. 12.45	260	DS	LITTLE ROCK	2.3	132.9	27133	RFWYd	P.M. 3.20	A.M. 2.30	A.M. 12.10
A.M. 4.00	11.15		12.59	12.49	Yard	JC	BIDDLE	1.2	135.2	27136	RFWT	3.12	2.20	A.M. 12.01
4.05	11.48	1.03	12.53	12.53			HOT SPRINGS JCT	3.5	136.4	27137	Y	3.10	2.15	P.M. 8.00
							West MoPac Crossing	1.8	139.9	27140				7.50
4.17	11.58	1.11	1.02	1.02	88	14	PULASKI	8.7	141.7	27142		3.03	2.05	7.32
4.32	12.13	1.23	1.14	1.14	48		MAUMELLE	2.5	150.4	27150		2.50	1.49	7.14
4.38	12.18	1.27	1.19	1.19	91	14	PINNACLE	2.8	152.9	27153		2.46	f 1.44	7.05
4.45	12.24	1.32	1.24	1.24	34		NATURAL STEPS	3.6	155.7	27156		2.41	1.38	6.58
4.56	12.34	1.38	1.32	1.32	87	29	ROLAND	7.4	159.5	27159		2.35	f 1.32	6.49
		1.48	1.39	1.39	21		LEDWIDGE	5.4	166.9	27167		2.25	1.22	
5.21	12.51	g1.57	1.46	1.46	64	16	VN	4.5	172.3	27172		g 2.16	f 1.15	6.23
5.30	1.10	2.10	1.52	1.52	25	26	HOUSTON	7.1	176.6	27177		2.10	f 991 1.10	6.14
5.45	1.30	g2.20	2.02	2.02	82	62	RY	5.9	183.8	27184		g 1.58	f 12.58	5.57
		2.27	2.10	2.10		31	ADONA	4.6	189.7	27190		1.51	12.52	
6.00	1.48	2.34	2.16	2.16	68		HOMEWOOD	4.1	194.3	27194		1.45	12.47	5.37
		2.39	2.21	2.21	20		CASA	5.1	198.4	27198		1.40	12.42	
6.15	2.03	2.45	2.27	2.27	70	4	BIRTA	5.1	203.5	27203		1.34	12.36	5.19
6.23	2.14	s2.52	s2.35	2.35	87	41	AO	5.1	208.6	27209	W	s 1.28	s12.30	5.10
6.30	2.22	2.59	2.41	2.41	33		MICKLES	5.8	213.7	27214		1.22	12.21	5.01
6.38	2.30	g3.05	2.48	2.48	31	66	DA	4.3	219.5	27219	W	g 1.16	f 12.15	4.53
6.45	2.36	3.10	2.53	2.53	88	24	UN	4.8	223.8	27224		1.11	f 12.10	4.45
6.52	2.42	3.15	2.58	2.58	27	21	HAVANA	5.8	228.6	27229		1.05	12.05	4.37
7.00	2.50	3.22	3.04	3.04	87	17	WAVELAND	4.9	234.5	27234		12.58	11.59	4.28
7.10	2.57	3.28	3.09	3.09	61	16	BLUE MOUNTAIN	5.7	239.4	27239		12.51	11.52	4.20
7.20	3.05	3.34	3.15	3.15		10	MAGAZINE	6.6	245.1	27245		12.44	11.46	4.12
7.45	3.15	s3.45	s3.30	3.30	28		BO	118.8	251.7	27252	RYdW	s12.35	11.38	4.00
A.M.	A.M.	P.M. 3.50	A.M. 3.40	3.40			BOONEVILLE					P.M. 11.30	P.M.	P.M.

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

No. 14 flag stop for revenue passengers only.  
No. 51 and No. 52 receive or discharge to or from Little Rock or McAlester or beyond.

Booneville: HMT (Hold Main Track) color-light dwarf signal MP 251, pole 24 for Westward trains. This signal displays indication Rule 290 only and when so displayed it authorizes movement on main track to yard entrance switch at MP 251, pole 31. Eastward color-light dwarf signal MP 251, pole 34 displays indications Rules 290 and 292, and governs movement to east switch of siding. These signals are not automatic block signals.

# Westward

# Main Line

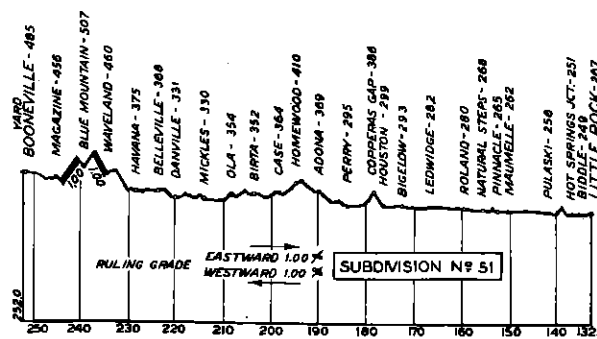
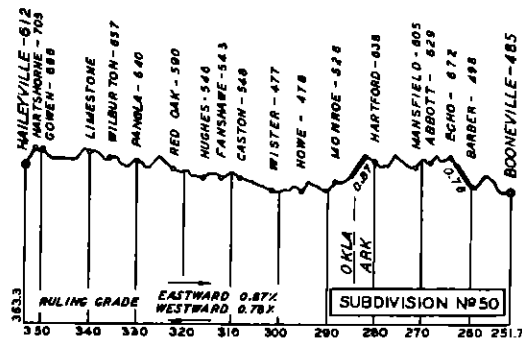
# Eastward

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	
993	991	51	15							52	14	994	
Freight	Freight	Psg.	Psg.			Time Table No. 1					Psg.	Psg.	Freight
Daily	Daily	Daily	Daily			October 26, 1958					Daily	Daily	Daily
A.M.	A.M.	P.M.	A.M.								P.M.	P.M.	P.M.
7.45	3.20	3.50	3.40	28	.....	BO..... BOONEVILLE.....TO	251.7	.....	WRyd		P.M. s 12.15	P.M. s 11.30	P.M. 4.00
7.50	3.25	3.52 994	3.42	.....	Yard	..... BOONEVILLE YARD.....	252.0	27252	YdFWY		12.14	11.29	5.1 3.52
8.05	3.40	4.02	3.52	47	.....	..... BARBER.....P	259.6	27260	.....		P.M. 12.05	11.20	3.16
8.15	3.47	4.07	3.58	70	.....	..... ECHO.....P	264.3	27264	.....		A.M. 11.59	11.15	3.06
		4.12	4.04		18	..... ABBOTT.....	268.4	27268	.....		11.54	11.10	
8.28	3.57	s 4.17	s 4.12	34	32	MF..... MANSFIELD.....TO	271.5	27272	.....		g 11.50	s 11.05	2.50
8.42	4.09	g 4.27	4.24	69	50	HF..... HARTFORD, ARK.....TO	280.0	27280	W		g 11.40	s 10.52	2.35
8.55	4.21	g 4.37	4.36	58	9	..... MONROE, OKLA.....P	288.4	27288	.....		g 11.30	s 10.36	2.15
						..... KCS Crossing.....							
9.05	4.30	s 4.45	s 4.47	70	56	BX..... HOWE.....TO	295.4	27295	.....		s 11.21	s 10.23	2.00
						..... SL-SF Crossing..... UX							
9.22	5.00 15	s 4.57	5.00 991	80	36	KY..... WISTER.....TO	301.8	27301	W		s 11.09	s 10.08	1.45
9.32	5.20	5.06	5.09	78	.....	..... CASTON.....P	308.7	27308	.....		11.01	9.55	1.33
		5.10	5.14		10	..... FANSHAW.....P	312.5	27313	.....		10.57	f 9.50	1.28
9.42	5.31	5.15	5.19	72	2	..... HUGHES.....P	316.0	27316	.....		10.53	9.45	1.23
9.51	5.41	5.22	5.28	68	24	RO..... RED OAK.....TO	322.3	27322	.....		10.45	s 9.37	1.14
10.01	5.54	5.31	5.39	78	10	..... PANOLA.....P	330.0	27330	.....		10.37	9.26	1.04
10.09	6.02	s 5.40	5.46	61	92	WN..... WILBURTON.....TO	335.8	27335	W		s 10.31	s 9.18	12.55
10.25	6.10	5.45	5.52	148	.....	..... LIMESTONE.....P	340.0	27340	.....		9.93 10.25	9.10	12.47
10.40	6.30	5.56	6.04	78	57	..... GOWEN.....P	349.9	27350	.....		10.14	8.58	12.30
10.45 A.M.	6.35 A.M.	5.59 P.M.	6.07 A.M.	.....	26	HN..... HARTSHORNE.....TO	351.5	27352	YR		10.12 A.M.	8.55 P.M.	12.25 P.M.

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

No. 51 and No. 52 receive or discharge to or from Little Rock or McAlester or beyond.

Booneville: HMT (Hold Main Track) color-light dwarf signal MP 251, pole 24 for Westward trains. This signal displays Indication Rule 290 only and when so displayed it authorizes movement on main track to yard entrance switch at MP 251, pole 31. Eastward color-light dwarf signal MP 251, pole 34 displays Indications Rules 290 and 292, and governs movement to east switch of siding. These signals are not automatic block signals.



# Westward

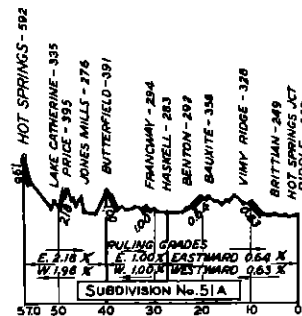
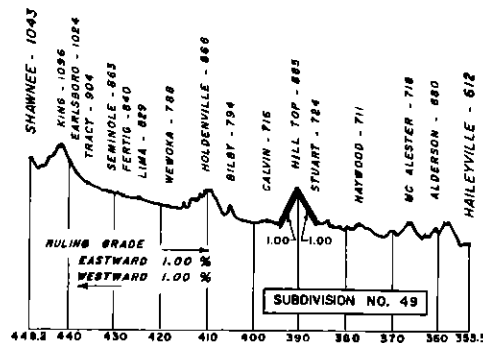
# Main Line

# 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	
993	991	51	15			STATIONS						52	14	994	
Freight	Freight	Psg.	Psg.			Time Table No. 1						Psg.	Psg.	Freight	
Daily	Daily	Daily	Daily			Oct. 26, 1958						Daily	Daily	Daily	
A.M.	A.M.	P.M.	A.M.									A.M.	P.M.	P.M.	
10.45	6.35	5.59	6.07	26	26	HN.....	HARTSHORNE.....	TO	351.5	27352	RY	10.12	8.55	12.25	
10.50	6.40	6.04	6.10	95	110	.....	HAILEYVILLE.....	P	353.3	27353		10.10	8.52	12.21	
11.05	6.55	6.15	6.22	68	.....	.....	ALDERSON.....	P	360.9	27361	.....	10.01	8.42	12.10	
12.01	7.25	6.25	6.45	106	371	MA.....	McALESTER.....	TO	366.4	27366	W	9.54	8.35	12.01	P.M. 993
994 P.M.		6.50	7.15			.....	MKT Crossing.....	UX			Yd				
12.30	7.41	7.03	7.27	73	56	.....	HAYWOOD.....	P	377.4	27377	Y	9.30	8.15	11.40	A.M.
12.45	7.53	7.14	7.37	77	11	.....	STUART.....	P	386.5	27387	.....	9.15	8.05	11.24	
1.01	8.05	7.20	7.45	41	.....	.....	HILL TOP.....	P	391.1	27391	.....	9.08	7.58	11.16	
						.....	KO&G Crossing.....		396.3	.....	.....				
1.12	8.14	7.30	7.53	86	64	CA.....	CALVIN.....	TO	397.2	27397	W	8.59	7.50	11.05	
1.32	8.25	7.40	8.04	54	.....	.....	BILBY.....	P	405.3	27405	.....	8.48	7.40	10.48	
1.45	8.42	7.48	8.15	140	235	HD.....	HOLDENVILLE.....	TO	410.7	27411	WY	9.15	8.42	10.38	
	52					.....	SL-SF Crossing.....								
1.58	8.54	7.58	8.32	108	106	WA.....	WEWOKA.....	TO	418.7	27419	W	8.32	7.20	10.28	
2.10	9.02	8.06	8.40	100		.....	LIMA.....	P	425.0	27426	.....	8.24	7.10	10.11	
2.20	9.10	8.10	8.44		58	.....	FERTIG.....	P	428.5	27429	Yd	8.20	7.06	10.04	
2.30	9.16	8.18	8.52	62	291	DM.....	SEMINOLE.....	TO	431.2	27431	YdW	8.17	7.02	9.59	
2.45	9.23	8.25	8.59	85	11	.....	TRACY.....	P	435.8	27436	.....	8.10	6.53	9.49	
	9.30	8.30	9.06		10	.....	EARLSBORO.....	P	439.8	27440	.....	8.05	6.48		
3.05	9.35	8.34	9.10	68	.....	.....	KING.....	P	442.1	27442	.....	8.02	6.45	9.35	991
	994														
4.00	10.00	8.50	9.25	.....	.....	JE.....	SHAWNEE.....	*TO	448.2	27448	RYdW	7.55	6.35	9.25	15
P.M.	A.M.	P.M.	A.M.				96.7					A.M.	P.M.	A.M.	

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

Shawnee: Westward first class trains taking siding will use old main track MP 447-34 to Park Street crossover.  
The east switch of the east crossover at Park Street is the point where time applies with respect to Rules 86 and S-89.



### Southward

### Hot Springs Branch

### Northward

SECOND CLASS		FIRST CLASS		Station Numbers	SUBDIVISION 51a STATIONS Time Table No. 1 Oct. 26, 1958	M. P. from Hot Springs Jct.	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS		SECOND CLASS	
93	47									94	48	Freight	Freight
Freight	Freight									Daily	Daily Except Sunday		
P.M. 7.00	A.M. 9.00			27136	JC. BIDDLE ..... *TO	.....	.....	Yard	RFWT			A.M. 7.30	P.M. 7.55
7.04	9.05			27137	..... HOT SPRINGS JCT.....	0.0	.....	.....	YYd			7.05	7.45
7.13	9.35			81142	..... BRITAIN..... P	4.9	66	.....	.....			6.50	7.13
7.23	9.55			81148	..... VIMY RIDGE..... P	11.5	49	9	.....			6.35	6.55
7.34	10.15			81155	BI ..... BAUXITE ..... TO	18.8	86	.....	Yd			6.22	6.38
					..... MoPac Crossing..... UX	22.1	.....	.....	.....				
7.41	11.00			81159	N..... BENTON ..... TO	23.1	67	111	W			6.10	6.30
7.50	11.40			81164	SK ..... HASKELL..... *TO	27.4	77	155	RYYd			6.00	6.20
P.M.					..... MoPac Crossing.....	27.7	.....	.....	.....			A.M.	
	11.50			81167	..... FRANCWAY..... P	31.1	.....	5	.....				5.50
	12.15			81176	..... BUTTERFIELD..... P	40.0	22	115	RYYd				5.30
	12.30			81180	GS..... JONES MILLS..... TO	44.5	24	30	Yd				5.00
	12.45			81184	..... PRICE.....	48.1	.....	.....	.....				4.15
	12.55			81187	..... LAKE CATHERINE.....	50.7	.....	47	.....				4.05
	1.15			81193	HD..... HOT SPRINGS ..... TO	57.0	6	171	RYYd W				3.45 P.M.

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

### Southward

### Searcy Branch

### Northward

SECOND CLASS		Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a STATIONS Time Table No. 1 Oct. 26, 1958	M. P. from Mesa	Signs	SECOND CLASS	
683	684							Freight	Freight
Freight	Freight							Tues. Thurs.	Tues. Thurs.
								A.M. 11.00	
		89038	.....	44	..... SEARCY.....	37.6	RW		A.M. 10.15
					..... DK&S Crossing..... UX	37.0	.....		
		89034	.....	20	..... HIGGINSON.....	33.8	Y	10.00	
					..... MoPac Crossing..... UX	33.8	.....		
		89027	.....	43	..... GRIFFITHVILLE.....	27.2	.....	9.35	
		89023	.....	13	..... BELCHER.....	23.4	.....	9.20	
		89020	.....	9	..... STINEVILLE.....	20.4	.....	9.10	
		89014	.....	50	..... DES ARC.....	13.5	W	8.50	
		89007	.....	7	..... GOSPODA.....	7.3	.....		
		27088	98	91	MS ..... MESA ..... TO	0.0	RY	8.00 A.M.	

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

TIME TABLE RULE NO. 14 EFFECT ON SUBDIVISIONS 51a AND 52a.

**Southward**

**Camden Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 51c		M. P. from Butterfield	Signs	SECOND CLASS						
			695				STATIONS						696				
			Freight				Time Table No. 1						Freight				
			Daily except Sunday	Oct. 26, 1958				Daily except Sunday									
				81176	90	22	.....	BUTTERFIELD	0.0	RY	Yd						
			A.M. 12.01	82181	122	28	MR.....	MALVERN	5.0	RF	WYYd				A.M. 9.00		
				.....	22	.....	.....	MoPac Crossing	5.6	UX							
			12.40	82190	13	42	.....	LANDERS	13.8						8.20		
			1.05	82200	8	14	.....	WILLOW	23.6						8.00		
			1.22	82208	29		.....	MANNING	31.8						7.40		
			1.40	82216	24	48	RA.....	SPARKMAN	40.1	TO				7.15			
			1.50	82220	9		.....	OUACHITA	44.6						7.00		
			1.59	82224	16		.....	SMEAD	48.6						6.50		
			2.08	82230	.....	48	.....	AMY	52.9						6.35		
			2.20	82235	.....	52	.....	SHUMAKER	58.5						6.20		
			2.25	82237	15		.....	KENT	60.5						6.15		
				.....	.....	.....	.....	StLSW JCT.	60.5								
			3.00 A.M.	82240	59	.....	CN.....	CAMDEN	63.2	TO	RW				6.00 A.M.		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 686 IS SUPERIOR TO No. 696.  
 TIME TABLE RULE No. 14 IN EFFECT BETWEEN MALVERN AND KENT.

**Southward**

**Stuttgart Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c		M. P. from Mesa	Signs	SECOND CLASS						
			679				STATIONS						680				
			Freight				Time Table No. 1						Freight				
			Daily Except Sunday	Oct. 26, 1958				Daily Except Sunday									
			P.M. 2.30	27088	84	91	MS.....	MESA	0.0	RY				P.M. 12.20			
			2.50	84005	.....	7	.....	TOLLVILLE	5.2						A.M. 11.55		
			3.00	84008	8		.....	BALLE	7.9						11.45		
			3.25	84014	6	18	.....	KAY	14.0	Y				11.25			
				.....	.....	.....	.....	StLSW Crossing	19.9	UX							
				.....	.....	.....	.....	StLSW Crossing	20.6	UX							
			3.55 P.M.	84021	.....	50	G.....	STUTT GART	20.8	TO	RYW				11.00 A.M.		

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



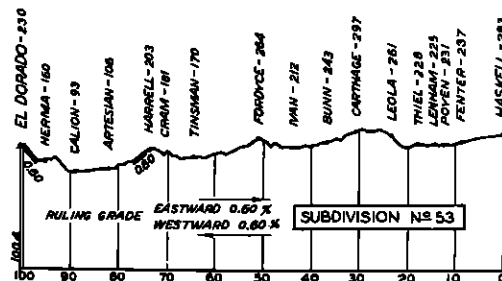
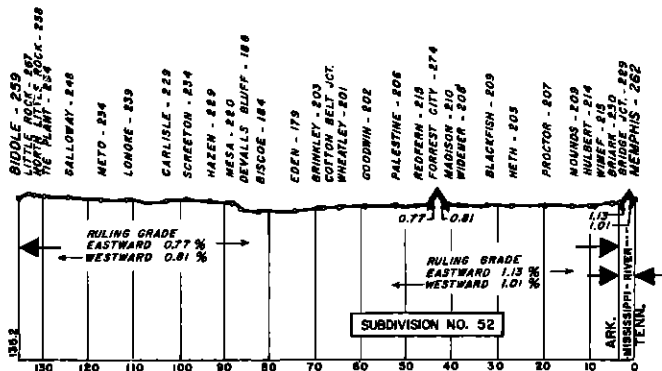
# Southward

# Main Line

# Northward

SECOND CLASS		FIRST CLASS		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53 STATIONS		M. P. from Haskell	Signs	FIRST CLASS		SECOND CLASS		
93							Time Table No. 1				Oct. 26, 1958		94		Freight
Freight												Freight			
Daily												Daily			
P.M. 8.20												A.M. 5.50			
				81164	125	77	SK	HASKELL	0.0	RYyd					
	8.35			85172	73			FENTER	8.9					5.15	
	8.41			85176	12		YN	POYEN	12.4					5.05	
	8.45			85178	17			LENHAM	14.2					5.00	
	8.52			85182	22			THIEL	18.1					4.40	
	9.00			85187	22	47	OA	LEOLA	23.4					4.30	
	9.12			85194	88			CARTHAGE	30.4					4.10	
	9.22			85200	56			BUNN	36.5					3.50	
	9.34			85207	26	48		IVAN	43.9					3.30	
	10.05			85214	231	95		FORDYCE	50.7	WYd				3.15	
							FY	StLSW Crossing	50.8						
	10.50			85228	168	48	NS	TINSMAN	64.6	YYd W				1.45	
	11.00			85233	80			CRAM	70.9					1.20	
	11.05			85237	33	86	HR	HARRELL	73.6					1.15	
	11.20			85246		66		ARTESIAN	82.1					1.01	
	11.35			85252	104	48	KN	CALION	89.0					12.51	
	11.50 P.M.			85258		118		HERMA	95.6					12.40	
	12.30 A.M.			85264	1520		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



# Southward

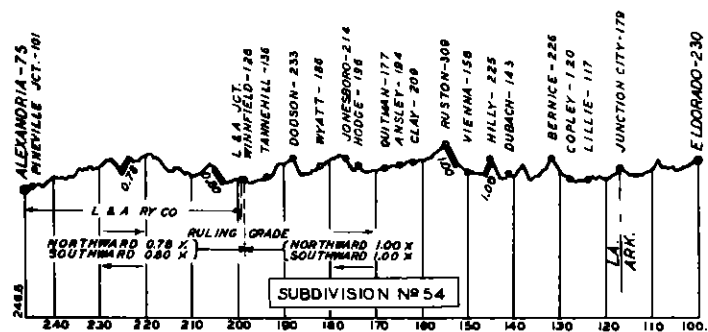
# Main Line

# Northward

SECOND CLASS		Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 54 STATIONS		M. P. from Haskell	Signs	SECOND CLASS	
93	94				Time Table No. 1	Time Table No. 1			Freight	Freight
Freight	Freight									
Daily	Daily								Daily	Daily
A.M.										P.M.
2.30		85264	1710	.....	DO..... EL DORADO..... * TO	100.6	RFWT			10.45
3.10		85280	80	52	JN..... JUNCTION CITY, ARK.-LA. TO	116.7	YYd			9.10
3.22		85287	10	36	..... LILLIE.....	123.5	.....			8.50
3.30		85291	.....	46	..... COPLEY.....	127.8	.....			8.40
3.38		85296	108	35	BN..... BERNICE..... TO	132.2	.....			8.32
3.59		85305	62	38	DU..... DUBACH..... TO	141.2	.....			8.15
4.10		85309	22	.....	..... HILLY.....	145.5	.....			8.05
4.18		85314	.....	22	..... VIENNA.....	150.3	.....			7.55
4.50		85319	175	61	RS..... RUSTON..... TO	154.8	WYYd			7.45
					IC Crossing					
5.01		85326	9	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
					NL&G Crossing					
5.25		85338	81	.....	HO..... HODGE..... TO	174.0	Yd			6.42
5.30		85340	74	28	JO..... JONESBORO..... TO	176.4	.....			6.37
5.42		85346	28	32	..... WYATT.....	182.4	.....			6.27
5.56		85352	11	53	DN..... DODSON..... TO	188.4	.....			6.15
6.08		85358	.....	18	..... TANNEHILL.....	194.2	.....			6.05
6.16		85362	135	.....	..... WINNFIELD YARD.....	198.1	Yd			5.55
6.21		85363	155	.....	W..... WINNFIELD..... TO	199.3	RFW			5.50
6.37					WN..... L&A JCT.....	199.9	YYd			5.30
					..... PINEVILLE JCT.....	245.5	R			
					AD..... ALEX. L&A YARD.....	246.5	R			
9.30 A.M.		85410	204	.....	AX..... ALEXANDRIA.....	246.8	RFWY			4.00 P.M.

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

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



**Southward**

**Main Line**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 55			M. P. from Haskell	Signs	SECOND CLASS						
			87				STATIONS								88			
		Freight					Time Table No. 1								Freight			
		Daily except Sunday		Oct. 26, 1958						Daily except Sunday								
		P.M. 4.30		85410	204	.....	AX.....	ALEXANDRIA.....	0.7	246.2	RFWYYd	P.M. 10.00						
		4.35		85411	.....	.....	.....	ALEXANDRIA JCT. ....	0.4	246.6	.....	9.40						
				.....	.....	.....	.....	T&P CROSSING.....	1.2	247.8	.....							
		5.00		85422	22	.....	.....	T&P Crossing Lamourie .....	9.9	257.7	.....	9.10						
		5.10		85425	30	.....	.....	LECOMPTÉ.....	3.3	261.0	w	9.00						
				85439	18	.....	.....	EVANGELINE JCT. ....	13.8	274.8	Y-Yd							
		5.40		85440	32	.....	.....	TURKEY CREEK.....	1.2	276.0	Yd	8.30						
		6.00		85446	23	.....	.....	PINE PRAIRIE.....	6.4	282.4	.....	8.15						
		6.05		85448	25	.....	.....	EASTON.....	2.1	284.5	.....	8.10						
		6.20		85456	32	12	.....	MAMOU.....	8.3	292.8	w	7.55						
		6.40		.....	.....	.....	.....	SO. PAC. JCT. ....	8.8	301.6	.....	7.35						
		7.00 P.M.		85465	.....	.....	.....	EUNICE.....	1.0 57.1	302.6	RYYd	7.30 P.M.						

Trains Northward are superior to trains of the same class Southward, except No. 87 is superior to No. 88. Time table Rule No. 14 in effect.

**Southward**

**Crossett Branch**

**Northward**

SECOND CLASS				Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 53a			M. P. from Tinsman	Signs	SECOND CLASS						
			673				STATIONS								674			
		Mixed					Time Table No. 1								Mixed			
		Daily		Oct. 26, 1958						Daily								
		P.M. 9.00		85228	168	48	NS.....	TINSMAN.....	0.0	0.0	RWYYd	P.M. 7.30						
		9.35		86235	95	48	.....	BANKS.....	6.2	6.2	.....	7.05						
		9.50		86240	17	.....	.....	CRANEY.....	4.7	10.9	.....	6.35						
				.....	.....	.....	.....	W&SR JCT. ....	4.8	15.7	Yd							
		10.00		86246	56	48	.....	HERMITAGE.....	4.8	16.8	Yd	6.15						
		10.15		86251	10	.....	.....	INGALLS.....	4.8	21.6	.....	5.40						
		10.25		86253	.....	13	.....	VICK.....	4.8	26.4	.....	5.25						
		10.35		86256	6	.....	.....	BROAD.....	2.9	29.3	.....	5.10						
		10.45		86259	14	.....	.....	STILLIONS.....	3.3	32.6	.....	5.00						
		11.00		86268	.....	16	.....	WHITLOW.....	4.9	37.5	.....	4.45						
		11.15		86269	38	.....	.....	WHITLOW JCT. ....	1.0	38.5	.....	4.40						
				.....	.....	.....	.....	AD&N Crossing.....	4.5	43.0	.....							
				.....	.....	.....	.....	MoPac Crossing.....	0.1	43.0	.....							
		11.45 P.M.		86274	208	.....	.....	A&M JCT. ....	43.1	43.1	RFWYYd	4.00 P.M.						
				.....	.....	.....	.....	CROSSETT.....	43.1	43.1	.....							

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

## SPEED RESTRICTIONS

LOCATION	LOCATION	Passenger Trains	Freight Trains
<b>ALL SUBDIVISIONS</b>			
Authorized speed through switch leads of turnouts as follows:			
No. 15 .....	25		
No. 10 .....	15		
Less than No. 10 .....	10		
<b>LOCATION OF No. 15 TURNOUTS</b>			
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.			
Subdivision 51a MP 39 pole 38 South end Malvern main track.			
<b>MAXIMUM ENGINE SPEEDS</b>			
351-361 to 377 inclusive .....	30		
500 to 528, 550 to 578 inclusive .....	35		
700 to 707 inclusive .....	40		
529 to 536 inclusive .....	45		
1000 to 1015 inclusive .....	48		
773, 774 .....	50		
825 to 835 inclusive .....	55		
598, 599, 716 to 730, 735 to 745, 758 to 764, 798 to 806 inclusive .....	60		
128 to 143, 128B to 135B, 450 to 474, 537 to 546, 765 to 772, 775 to 779, 811 to 824, 836 to 840 inclusive...	65		
410, 411, 675-B, 677-B, 404 to 408, 425 to 441, 70 to 77, 70-B to 73-B, 38 to 40, 42 to 49, 88 to 119, 88B to 109-B, 120 to 127, 120-B to 123-B, 1200 to 1237, 1250 to 1322 inclusive .....	70		
485 to 499, 621 to 623 inclusive, 400, 401 .....	80		
1, 402, 403, 409, 625, 626, 632-B, 634-B, 637-B, 638-B, 750, 751, 628 to 656, 675 to 677, 639-B, to 642-B inclusive .....	90		
9002, 9003, 9004, 9015 and 9016 .....	65		
9012 .....	40		
Other Motor Cars .....	60		
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		
Diesel switch engines, series 345 to 350, must not be operated on main tracks in ABS territory, or to foreign line connections or through interlocking plants unless coupled with one or more cars.			
When Diesel engines moving dead in train are set out with doors locked and hand brakes not accessible, a freight car, with operative hand brakes securely applied must be coupled to the Diesel and prompt report made to the dispatcher.			
Motor cars without cars approaching interlocking signals and within interlocking limits .....	10		
Weed Spray No. 2231 Operating or running light .....	30		
Trains handling Scale Test Cars .....	40		
Short wheel-base Ore Hoppers .....	30		
Snow plows and Diesel units with pilot plows while in road operation when meeting, passing or being passed by a passenger train.	5		
Trains handling steam derrick, pile driver, spreader car with wings secured, locomotive crane, burro and caterpillar crane, on own wheels, unless otherwise advised by car inspector or officer.	25		
Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where can be done unless otherwise authorized.			
These instructions will not apply to wrecking derricks with boom trailing when trained behind engine in wreck train service, in such case speed restrictions will be as follows:			
SUBDIVISION 49 .....	40		
SUBDIVISION 50 .....	40		
SUBDIVISION 51 .....	40		
SUBDIVISION 52 .....	40		
SUBDIVISION 53 .....	30		
SUBDIVISION 54 .....	30		
SUBDIVISION 55 .....	16		
SUBDIVISION 51A .....	25		
SUBDIVISION 51C .....	16		
SUBDIVISION 52A .....	16		
SUBDIVISION 52C .....	16		
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 1326, H-439, and LV-15.			
SUBDIVISION 49 (except as shown below).....	59	50	50
MP 351-8 to MP 354-31.....	35	30	30
MP 366-23 MKT crossing .....	25	25	25
MP 365-00 to MP 367-08 .....	25	25	25
MP 382-14 to MP 382-22 .....	50	40	40
MP 387-11 to MP 390-21 .....	45	35	35
MP 390-15 to MP 392-34 .....	50	40	40
MP 392-34 to MP 394-10 .....	45	35	35
MP 396-16 KOG Crossing Eng. only .....	20	20	20
MP 397-20 to MP 397-26 .....	30	30	30
Bridge 397B .....	30	20	20
MP 397-29 to MP 398-06 .....	50	40	40
MP 401-00 to MP 401-08 .....	40	30	30
MP 401-16 to MP 407-05 .....	50	40	40
MP 408-26 to MP 409-1 .....	50	40	40
MP 410-26 SLSF crossing .....	20	20	20
MP 414-08 to MP 415-02 .....	40	30	30
MP 426-02 to MP 426-07 .....	50	40	40
MP 431-27 to MP 432-02 .....	50	40	40
MP 438-00 to MP 439-07 .....	45	35	35
MP 447-10 to MP 448-01 .....	25	25	25
SUBDIVISION 50 (except as shown below).....	59	50	50
MP 251-16 to MP 253-01 .....	30	25	25
MP 259-06 to MP 259-14 .....	45	35	35
MP 265-22 to MP 265-33 .....	50	40	40
MP 266-00 to MP 266-07 .....	50	40	40
MP 276-04 to MP 276-17 .....	50	40	40
MP 276-20 to MP 276-29 .....	50	40	40
MP 277-30 to MP 277-34 .....	50	40	40
MP 281-29 to MP 282-08 .....	50	40	40
MP 283-15 to MP 283-23 .....	50	40	40
MP 286-01 to MP 286-08 .....	50	40	40
MP 293-25 to MP 294-18 .....	35	25	25
MP 295-14 KCS crossing .....	20	20	20
MP 295-32 to MP 296-03 .....	45	35	35
MP 298-20 to MP 302-17 (except as shown below).....	35	30	30
MP 299-23 to MP 299-28 .....	30	20	20
MP 301-29 SLSF crossing .....	15	15	15
MP 302-20 to MP 302-31 .....	50	40	40
MP 303-10 to MP 303-23 .....	50	40	40
MP 345-03 to MP 345-10 .....	50	40	40
MP 347-09 to MP 347-15 .....	50	40	40
MP 351-08 to MP 354-31 .....	35	30	30
SUBDIVISION 51 (except as shown below).....	59	50	50
MP 132-31 to MP 135-07 (except as shown below).....	35	30	30
MP 135-07 to MP 136-30 .....	20	20	20
MP 138-24 to MP 139-26 .....	40	35	35
MP 139-33 MOP Crossing .....	25	25	25
MP 139-26 to MP 140-20 .....	25	25	25
MP 140-20 to MP 142-15 .....	45	40	40
MP 146-17 to MP 146-33 .....	25	25	25
MP 147-0 to MP 147-05 .....	45	35	35
MP 148-32 to MP 149-02 .....	45	35	35
MP 149-20 to MP 151-09 .....	25	20	20
MP 151-09 to MP 153-03 .....	40	35	35
MP 153-03 to MP 154-02 .....	25	25	25
MP 154-02 to MP 161-05 .....	45	35	35
MP 161-07 to MP 164-14 (except as shown below).....	45	40	40
MP 161-07 to MP 161-15 .....	30	25	25
MP 164-14 to MP 167-07 .....	40	30	30
MP 167-07 to MP 169-11 .....	25	20	20
MP 169-11 to MP 170-09 .....	40	30	30
MP 170-09 to MP 171-25 .....	25	25	25
MP 171-25 to MP 174-02 .....	50	40	40
MP 174-02 to MP 174-19 .....	30	25	25
MP 178-05 to MP 179-32 .....	25	20	20
MP 179-32 to MP 182-18 .....	50	40	40
MP 212-09 to MP 212-17 .....	40	30	30
MP 218-35 to MP 220-15 .....	40	35	35
MP 232-19 to MP 232-31 .....	45	35	35
MP 232-33 to MP 233-09 .....	45	35	35
MP 251-16 to MP 253-01 .....	30	25	25

## SPEED RESTRICTIONS—Concluded

LOCATION	Passenger Trains	Freight Trains	LOCATION	Passenger Trains	Freight Trains
<b>SUBDIVISION 52 (except as shown below)</b> Memphis - Entering 4th St. Yard ..... 70 50 Memphis - I.C. Wye - Texas & Broadway ..... 5 5 Kentucky Street, Memphis to Briark ..... 25 25 MP 43-20 to MP 45-01 ..... 45 40 MP 44-28 - Mo. Pac. Crossing ..... 35 35 MP 69-8 StLSW Crossing ..... 20 20 MP 84-27 to MP 85-27 (except as shown below) ..... 55 40 Br. 853 ..... 25 25 MP 85-27 to MP 87-09 ..... 55 40 MP 130-17 - St. L. S. W. Crossing ..... 35 35 MP 130-21 - MP 132-02 ..... 40 35 MP 132-02 - MP 132-31 (except as shown below) ..... 30 30 MP 132-28 - East Mo. Pac. Crossing ..... 20 20 MP 132-31 to MP 135-07 (except as shown below) ..... 35 30 MP 133-18 - 9th Street Crossing ..... Restricted Speed			<b>SUBDIVISION 51C (except as shown below)</b> Butterfield—East leg wye ..... 40 40 MP 0-00 to MP 0-21 ..... 15 15 MP 0-21 to MP 2-25 ..... 16 15 MP 2-33 to MP 4-0 ..... 20 20 MP 4-0 to MP 5-27 ..... 25 25 MP 11-21 to MP 12-0 ..... 20 20 MP 13-16 to MP 14-26 ..... 25 25 MP 16-13 to MP 16-28 ..... 25 25 MP 18-21 to MP 43-25 ..... 25 25 MP 52-8 to MP 60-17 ..... 25 25		
<b>SUBDIVISION 53 (except as shown below)</b> MP 0-0 to MP 0-7 ..... 60 40 MP 13-11 to MP 13-25 ..... 15 15 MP 19-23 to MP 20-2 ..... 45 ..... MP 30-12 to MP 30-21 ..... 45 35 MP 31-24 to MP 31-26 ..... 40 35 MP 44-7 to MP 44-20 ..... 40 30 MP 46-35 to MP 47-25 ..... 40 30 MP 50-5 to MP 50-14 ..... 40 30 MP 50-26 StLSW Crossing ..... 20 20 MP 50-32 to MP 52-25 ..... 40 35 MP 64-7 to MP 64-26 ..... 40 30 MP 64-28 to MP 65-4 ..... 30 20 MP 67-28 to MP 68-13 ..... 45 35 MP 70-9 to MP 70-6 ..... 45 35 MP 76-20 to MP 76-28 ..... 45 35 MP 85-7 to MP 85-18 ..... 40 30 Bridge 876 Over Steel portion ..... 10 10 MP 89-5 to MP 90-30 ..... 45 35 MP 92-10 to MP 94-13 ..... 35 30 MP 94-33 to MP 95-3 ..... 45 35 MP 97-8 to MP 100-0 ..... 40 30 MP 100-0 to MP 100-18 ..... 25 20			<b>SUBDIVISION 52A (except as shown below)</b> Mesa—Wye tracks ..... 20 20 MP 13-10 to MP 15-13 ..... 15 15 MP 16-0 to MP 16-4 ..... 15 15		
<b>SUBDIVISION 54 (except as shown below)</b> MP 100-18 to MP 101-0 ..... 45 40 MP 101-0 to MP 115-18 ..... 10 10 MP 116-11 to MP 116-18 ..... 35 35 MP 120-0 to MP 138-21 ..... 30 25 MP 142-30 to MP 154-4 ..... 36 30 MP 154-18 to MP 155-10 ..... 30 20 MP 156-22 to MP 160-7 ..... 20 20 MP 168-17 to MP 177-21 (except as shown below) ..... 35 35 MP 173-21 NL&G Crossing ..... 15 15 MP 186-11 to MP 188-33 ..... 35 35 MP 188-33 to MP 191-25 ..... 40 35 MP 191-25 to MP 192-17 ..... 35 30 MP 192-17 to MP 198-30 ..... 40 35 MP 198-34 to MP 199-30 ..... 15 15			<b>SUBDIVISION 52C</b> ..... 30 30		
<b>SUBDIVISION 55 (except as shown below)</b> MP 246-20 to MP 247-17 ..... 35 35 MP 247-23 T&P Crossing ..... 20 20 MP 249-20 to MP 249-27 ..... 15 16 MP 267-20 T&P Crossing ..... 15 15 MP 257-24 to MP 258-0 ..... 20 20 MP 261-0 to 272-0 (except as shown below) ..... 15 15 MP 267-17 to MP 267-22 ..... 30 30 MP 301-0 to MP 301-19 ..... 20 20			<b>SUBDIVISION 53A (except as shown below)</b> Bridge LV 317, 318, 319, MP 31-8 to MP 32-0 ..... 30 30 10 10		
<b>SUBDIVISION 51A (except as shown below)</b> MP 0-0 to MP 0-6 ..... 55 45 MP 0-31 to MP 2-3 ..... 10 10 MP 4-28 to MP 4-38 ..... 40 30 MP 8-7 to MP 8-35 ..... 40 30 MP 13-14 to MP 15-2 ..... 40 30 MP 17-11 to MP 20-4 ..... 40 30 MP 22-1 to MP 22-9 ..... 15 15 MP 22-30 to MP 23-30 ..... 45 40 MP 27-14 to MP 40-0 (except as shown below) ..... 45 40 MP 27-25 Mo. Pac. Crossing ..... 20 20 MP 33-4 to MP 33-11 ..... 40 30 MP 35-17 to MP 37-3 ..... 40 30 MP 39-8 to MP 40-0 ..... 35 30 MP 40-0 to MP 57-0 (except as shown below) ..... 40 25 MP 41-29 to MP 44-8 ..... 30 20 MP 44-14 to MP 44-30 ..... 20 15 MP 44-30 to MP 46-18 ..... 30 20 MP 46-18 to MP 48-0 ..... 25 15 MP 48-10 to MP 52-39 ..... 30 20 MP 53-0 to MP 53-19 ..... 20 15 MP 53-32 to MP 55-21 ..... 30 20 MP 55-35 to MP 56-8 ..... 20 15 MP 56-16 to MP 57-0 ..... 30 20			<b>SPECIAL INSTRUCTIONS</b>  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.  <div style="text-align: right; margin-right: 50px;">Maximum Height of Water Above Rail</div> RDC cars 9002-9003-9004-9015-9016 ..... 5 inches Diesel engines and motor cars ..... 3 inches Lightweight passenger cars ..... 7 inches Conventional passenger cars ..... 12 inches		
2. Little Rock and Biddle are the initial stations for southward trains, Subdivision 51a, originating there. 2a. Memphis is the initial station, Subdivision 52, for trains originating there. 2b. Alexandria is the initial station, Subdivision 54, for trains originating there. 2c. Eunice is the initial station, Subdivision 55, for trains originating there. 3. Trains originating Fourth St. Yard and Iowa St. Yard will obtain clearance at Briark instead of Memphis. 3a. StLSW eastward trains will obtain clearance at Brinkley instead of Cotton Belt Junction. 3b. StLSW conductors of westward trains will advise the operator at Brinkley by telephone, Cotton Belt Junction, when trains clear the main track. 3c. Westward trains, Subdivision 52, will not be required to secure clearance at East MoPac crossing MP 132.8. 3d. Trains may leave Hot Springs Jct. without clearance. 3e. Trains may leave Stuttgart, Haskell, Malvern, Hot Springs, Camden, Tinsman, Crossett and Winnfield without clearance when operator is not on duty and train order signal indicates proceed. 3g. Trains must not leave Brinkley without clearance. 3h. No. 683 may leave Searcy without clearance. 3j. No. 679 and 684 may leave Mesa without clearance. 3k. Trains may leave Butterfield and Eunice without clearance. 3l. No. 87 may leave Alexandria without clearance when operator is off duty.					

## SPECIAL INSTRUCTIONS—Continued

4. Rule 83:  
Haskell and Butterfield—Regular trains.  
Mesa, Little Rock, Tinsman, Winnfield — — Trains originating and terminating.

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

4b. First class trains will register at Brinkley and Hartshorne by Form 1339.

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

Memphis—Central Sta.	Shawnee.
Memphis—Union Station.	Malvern.
Memphis—Fourth St.	Fordyce.
Brinkley.	El Dorado.
Little Rock.	Tinsman.
Biddle—Yard.	Winnfield.
Biddle—Engine House.	L&A Jct.
Booneville.	Alexandria.
Hartshorne	

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

6. Standard Clocks are located at:

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

7. Trains approaching train order signal displaying stop indication, will sound four blasts of whistle and must not exceed 80 MPH passing stations at which train orders or clearances are to be received.

8. "H" Flag stop to receive or discharge traffic.  
"G" Conditional stop for revenue passengers only.  
"A" Regular stop.

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

11c. Railroad crossings at grade protected by Automatic Interlocking as shown below:

Sub-Div.	MP	Crossing
49	396.3	KO&G.....
51a	27.7	MoPac.....
52	130.5	StLSW.....
55	257.7	T&P.....

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

Sub-Div.	MP	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
49	365.6	MKT.....	Gate	Operator	.....	Red	Yellow
50	301.8	SL-SF.....	Gate	Trainmen	SL-SF.....	Red	Yellow
51a	22.1	MoPac.....	Gate	Trainmen	MoPac.....	Red	Yellow
51c	5.6	MoPac.....	Gate	Trainmen	CRI&P.....	Red	Yellow
52	69.2	CRI&P.....	No Gate	.....	.....	.....	.....
52	69.2	StLSW.....	No Gate	.....	.....	.....	.....
52a	33.6	MoPac.....	Gate	Trainmen	CRI&P.....	Red	Yellow
52a	37.0	DK&S.....	Gate	Trainmen	DK&S.....	Red	Yellow
52c	19.9	StLSW.....	Derails	Trainmen	CRI&P.....	Red	Yellow
52c	20.6	StLSW.....	Gate	Trainmen	CRI&P.....	Red	Yellow
53a	38.5	AD&N.....	No Gate	.....	.....	.....	.....
53a	43.0	MoPac.....	No Gate	.....	.....	.....	.....
54	173.4	NL&G.....	Gate	Trainmen	NL&G.....	Red	Yellow
55	247.8	T&P.....	Gate	Trainmen	T&P.....	Red	Yellow

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

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

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

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.

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

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

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

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

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

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

21. Interlocking at east Mo. Pac. RR Crossing, following whistles signals designate route desired:

Main Track..... One long.  
Siding..... One long, one short.

- 21a. At Holdenville interlocking following whistle signals designate route desired:

Main Track..... One long.  
Siding..... One short, one long, one short.

- 21b. At Ruston interlocking following whistle signals designate route desired:

Main Track..... One long.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
62	85.3	White	53a	31.7	Saline
62	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.

When necessary to open draw span, St. Francis and Saline River Bridges, train dispatcher will protect operation by train order and section foreman will protect with flagman, as per Rule 99.

All trains will approach Ouachita 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 of 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
50	353.1	Overhead Bridge
61	136.2	Overhead Bridge
61	155.1	Overhead Bridge
61	170.4	Overhead Bridge
61	219.8	Overhead Bridge
61a	18.4	Overhead Bridge
61a	24.4	Overhead Bridge
61a	43.9	Overhead Bridge
61a	64.0	Overhead Bridge
61a	66.9	Overhead Bridge
61a	9.9	Overhead Bridge
61a	25.3	Overhead Bridge
62	40.6	Overhead Bridge
62	85.3	Overhead Bridge
62	132.6	Overhead Bridge
62	132.8	Overhead Bridge
62	45.4	Overhead Bridge
63	47.2	Overhead Bridge
63	60.7	Overhead Bridge
63	64.0	Overhead Bridge
63	87.8	Overhead Bridge
63	98.6	Overhead Bridge
63	100.2	Overhead Bridge
63a	31.7	Overhead Bridge
64	177.4	Overhead Bridge
64	192.0	Overhead Bridge
64	198.3	Overhead Bridge
64	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.

- D. BERMAN, Asst. Supt., Little Rock, Ark.  
 L. B. BURRIS, Asst. Trainmaster-Agent, Memphis, Tenn.  
 G. W. ZINN, Trainmaster, El Dorado, Ark.  
 H. V. BROWN, Asst. Trainmaster, Little Rock, Ark.  
 C. B. CAMP, Trainmaster, Road Foreman Equipment, McAlester, Okla.  
 L. B. CLOSE, Master Mechanic, Little Rock, Ark.  
 R. R. RICH, Road Foreman Equipment, Little Rock, Ark.  
 R. C. CREGER, Chief Dispatcher.  
 S. W. DEWS, Night Chief Dispatcher

A. B. MORTON,  
 G. R. REYNOLDS,  
 J. E. WHITE,  
 W. A. VANCE,  
 J. E. FRASER,  
 H. L. REYBURN,  
 J. L. STEWARD,  
 G. R. BUSH

} Train Dispatchers,  
 Little Rock, Ark.

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

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

Sub-Div.	MP	Name	Car Capacity
49	417.4	Philips Spur.....	4
49	427.9	Halliburton Oil Well Cementing Co. ....	9
50	298.8	Sun River Mining Co. ....	10
51a	1.2	Twen Cen. ....	102
51a	3.1	Ward ....	70
51a	3.3	Peiser Spur ....	11
51a	4.1	Berger.....	38
51a	14.6	Brooks.....	47
51a	17.0	Lignite.....	56
51c	2.3	Cuffman Lumber Co. ....	10
51c	3.2	Rockpart.....	10
51c	11.8	Durian.....	3
51c	18.3	Rolla.....	7
52	16.2	Edmonds on.....	17
52	34.0	Round Pond.....	28
52	49.9	Longino.....	70
52	80.5	Brasfield.....	11
52	91.7	Supreme Seed Co. ....	9
52	108.9	Sisemore.....	16
52a	22.0	Jasmine.....	8
53	11.4	Kennedy Track.....	30
53	22.0	Toler Lbr. Co. ....	15
53	70.0	Gravel Pit.....	50
53	75.4	Unco.....	30
53a	12.1	Castleberry.....	4
53a	16.4	Hermitage Gravel Co. ....	33
54	108.3	Catesville.....	12
54	130.5	Hunt Oil Co. ....	21
54	134.7	Claiborne Gasoline Co. ....	15
54	148.0	Farmers Spur.....	20
54	178.3	Rogers Spur.....	3
54	129.9	C. A. Reed Lumber Co. ....	16
55	272.3	Meridian.....	20
55	284.7	Easton Oil Co. ....	4
55	288.8	Barber Bros. ....	10
55	289.8	Reddell.....	17
55	291.7	River Brand Rice Mills.....	7
55	291.8	Magnolia Oil Co. ....	26

The following letters and symbol indicate:

F—Fuel Station

P—Train Dispatchers Telephone

R—Train Register Station.

T—Turn Table.

W—Water Station—Diesel Engines.

Y—Wye.

UX—Railroad Crossing not protected by interlocking.

TO—Train Order Station.

Yd—Station where yard limit signs are maintained.

\*—Radio Installation.

# COMMUNICATION OFFICES

## OFFICE HOURS

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

### SUBDIVISION 52

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

### SUBDIVISION 51

Little Rock ..... Continuous  
 Biddle ..... Continuous  
 West MoPac Tower .... Continuous  
 Bigelow ..... 8:30 a.m. 5:30 p.m.  
 Perry ..... 6:00 a.m. 3:00 p.m.  
                               7:30 a.m. 3:30 p.m.  
 Ola ..... { \*\* 7:30 a.m. 3:30 p.m.  
                               \*\* 8:00 p.m. 4:00 a.m.  
                               \*\* 8:00 p.m. 4:00 a.m.  
 Danville ..... 8:00 a.m. 5:00 p.m.  
 Belleville ..... 7:00 a.m. 4:00 p.m.  
 Booneville ..... Continuous

### SUBDIVISION 50

Booneville ..... Continuous  
 Mansfield ..... 8:00 a.m. 5:00 p.m.  
 Hartford ..... 7:30 a.m. 4:30 p.m.  
 Howe ..... Continuous

### SUBDIVISION 50 (Continued)

Wister..... { 8:10 a.m. 5:10 p.m.  
                               \*\*3:10 p.m. 5:10 p.m.  
                               \*2:10 p.m. 5:10 p.m.  
 Red Oak ..... 8:30 a.m. 5:30 p.m.  
 Wilburton ..... { 8:30 a.m. 5:30 p.m.  
                               \*\* 8:30 a.m. 5:30 p.m.  
 Hartshorne ..... Continuous

### SUBDIVISION 49

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

### SUBDIVISION 51-A

Biddle ..... Continuous  
 Bauxite ..... 8:00 a.m. 5:00 p.m.  
 Benton ..... 7:30 a.m. 4:30 p.m.  
 Haskell ..... 7:00 a.m. 4:00 p.m.  
 Jones Mills ..... 8:00 a.m. 5:00 p.m.  
 Hot Springs ..... 8:00 a.m. 5:00 p.m.

### SUBDIVISION 52-C

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

### SUBDIVISION 51-C

Malvern ..... 8:30 a.m. 5:30 p.m.  
 Sparkman..... 8:00 a.m. 5:00 p.m.  
 Camden ..... 7:30 a.m. 4:30 p.m.  
                               \*\* 7:30 a.m. 4:30 p.m.

### SUBDIVISION 53

Poyen ..... 6:00 a.m. 3:00 p.m.  
 Haskell ..... 8:30 a.m. 5:30 p.m.  
 Leola ..... 8:30 a.m. 5:30 p.m.  
 Fordyce (FY Tower) ... Continuous  
 Tinsman ..... 6:00 p.m. 3:00 a.m.  
 Harrell ..... 7:30 a.m. 4:30 p.m.  
 Cailon ..... 7:30 a.m. 4:30 p.m.  
 El Dorado ..... { Daily 6:30 a.m. 2:30 p.m.  
   10:00 p.m. 6:00 a.m.

### SUBDIVISION 54

El Dorado ..... { Daily 6:30 a.m. 2:30 p.m.  
   10:00 p.m. 6:00 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 ..... Continuous  
 Ansley ..... 7:15 a.m. 4:15 p.m.  
 Hodge ..... 8:00 a.m. 5:00 p.m.  
 Jonesboro ..... 7:30 a.m. 4:30 p.m.  
 Dodson ..... 6:30 a.m. 3:30 p.m.  
 Winnfield ..... 7:15 a.m. 4:15 p.m.  
 L&A Junction ..... Continuous  
 Alex. L&A Yard ..... Continuous

### SUBDIVISION 55

Alexandria ..... 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						