

**ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST
CHIEF SURGEON, Wm. H. Blibbitts, Texarkana, Ark.-Tex.**

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

St. Louis, Mo. — St. Luke's Hospital, 5535 Delmar Ave. (Patients should make appointment with Dr. G. L. Krause, at Beaumont Building, 3720 Washington Blvd.) Dr. G. L. Krause, District Surgeon, Dr. H. S. Liggett, Consulting Surgeon, Dr. E. E. Mason and Dr. Benjamin Milder, eye specialists; Dr. A. O. Sussman and Dr. W. E. Bauer, eye, ear, nose and throat specialists; Dr. G. Y. Fryker, dermatologist; Dr. B. W. Carter (Col.), Peoples Hospital; Dr. J. B. Coston, local surgeon; Dr. C. E. Hyndman, consulting surgeon, Dr. Kenneth O. Wilson, urology; Dr. J. Byron Bears, urology; Dr. A. B. Jones, neurologist; Dr. D. M. Skilling, Jr., consulting surgeon; Dr. Arthur Gundlach, consulting surgeon; Dr. O. F. Hampton, orthopedic, and Dr. Walter Baumgarten, Jr., internist; Dr. Wm. G. Becke, Local Surgeon.

DISTRICT SURGEONS

East St. Louis, Ill. Dr. Eric Lehr
Malden, Mo. Dr. Homer Beall
Cape Girardeau, Mo. Dr. H. V. Ashley
Jonesboro, Ark. Dr. E. C. Shanley, Dr. John C. Faris,
Dr. Gus A. Craig, Dr. J. W. White (Local)
(eye, ear, nose and throat specialist)
Blytheville, Ark. Dr. I. R. Johnson
Brinkley, Ark. Drs. C. H. and E. D. McKnight
Memphis, Tenn. Dr. E. A. Canada
Stuttgart, Ark. Dr. Thos. F. Leatherwood, specialist
Paragould, Ark. Dr. M. C. Jones
Little Rock, Ark. Dr. E. D. McKelvey
Pine Bluff, Ark. Dr. Glen Holmes,
(Eye, ear, nose and throat specialist)
Camden, Ark. Dr. W. T. Lowe, Dr. Ross E. Maynard,
Dr. Benjamin Luck, Jr., Dr. C. A. Flowers (Col.)
Dr. V. E. Payne (Eye, ear, nose and
throat specialist)
Dr. Louis K. Hundley
Dr. J. L. Denman, Dr. P. J. Dalton

LOCAL SURGEONS

East St. Louis, Ill. Dr. E. J. Casey,
(Eye, ear, nose and throat specialist)
Dr. Wm. Hanson, specialist
Hilmo, Mo. Dr. Gordon M. Nunnally
Hayti, Mo. Dr. L. D. Denton
New Madrid, Mo. Dr. Orville B. Chandler
Bloomfield, Mo. Dr. R. B. Davis
Dexter, Mo. Dr. E. L. Wadde
East Prairie, Mo. Dr. W. C. Dieckman
Lilbourn, Mo. Dr. Gordon C. Hemphill
Gideon, Mo. Dr. J. H. Roberson
Caruthersville, Mo. Dr. B. E. Ellis
Arbyrd, Mo. Dr. O. W. Cook
Trumann, Ark. Dr. J. W. White
Campbell, Mo. Dr. Floyd A. Smith, Jr.
Dr. Wallace A. Berry
Piggott, Ark. Dr. W. J. Rutledge
Rector, Ark. Dr. E. R. Duckworth
Cardwell, Mo. Dr. O. H. Clapton
Paragould, Ark. Dr. W. D. Eubank
Jonesboro, Ark. Dr. A. H. Maddox
Clarendon, Ark. Dr. J. W. Webb (Specialist)
Caraway, Ark. Dr. Benedict F. Pupata
Wabbaseka, Ark. Dr. John H. Kilgore
Stuttgart, Ark. Dr. M. A. Shelton
Dr. Fred B. Stone
Little Rock, Ark. Dr. John G. Watkins
Dr. John H. Watkins
Dr. F. Walter Caruthers
North Little Rock, Ark. Dr. Shelby Atkinson
England, Ark. Dr. Henry H. Good
DeWitt, Ark. Dr. Henry H. Good
Rison, Ark. Dr. Don Mashburn
Pine Bluff, Ark. Dr. C. K. Caruthers
Fordyce, Ark. Dr. H. H. Atkinson
Bearden, Ark. Dr. John F. Thompson
Camden, Ark. Dr. E. J. Byrd,
Dr. R. B. Robins, Dr. R. M. Dunning (Col.)
Stephens, Ark. Dr. Henry S. Hearnberger
McNeil, Ark. Dr. T. W. Souter
McCroy, Ark. Dr. Faye B. Millwee
Althiemer, Ark. Dr. John F. Ferguson
Waldo, Ark. Dr. T. H. Jones
Stamps, Ark. Dr. Charles Cross
Lewisville, Ark. Dr. B. A. Harrison
Memphis, Tenn. Dr. I. C. Dunoan, urologist

DENTISTS—NORTHERN DIVISION

(Examination of Teeth and Extractions, Only)

St. Louis, Mo. Dr. Chas. Gebhard (Dist. Dentist)
East St. Louis, Ill. Dr. Edw. L. Grant (Col.) Local Dentist
Hilmo, Mo. Dr. Harry V. Lips
Malden, Mo. Dr. H. F. Holly
Jonesboro, Ark. Dr. L. O. Wiscarver
Blytheville, Ark. Dr. Robert Lile
Memphis, Tenn. Dr. Fred Child, Local Dentist
Dr. Chas. E. Smith
Little Rock, Ark. Dr. R. B. Martin (Col.)
Paragould, Ark. Dr. Paul Montgomery
Stuttgart, Ark. Dr. C. C. Summers, Local Dentist
Pine Bluff, Ark. Dr. James H. Tallaferró, Dr. H. H. Phipps, Jr. (Col.)
Camden, Ark. Dr. James O. Eisee
Dr. F. W. Dietrich, Dr. R. C. Lewis (Col.)

G. R. KNIGHT Supt. Rules & Safety Tyler, Tex.
G. A. MORGAN Asst. Supt. Rules & Safety
T. CAMPBELL Safety Supervisor
J. A. HALEY Asst. Superintendent
J. T. HALL Asst. Superintendent Pine Bluff, Ark.
A. B. FINCH Trainmaster
H. R. LEGGETT Road Foreman of Engs
E. M. ROBERTS Road Foreman of Engs
H. E. CARRAWAY Asst. Terminal Trainmaster Jonesboro, Ark.
W. R. WARE Asst. Superintendent Malden, Mo.
D. F. CARPENTER Asst. Superintendent Hilmo, Mo.
E. MILLER Road Foreman of Engs Hilmo, Mo.
W. C. GARRETT Terminal Trainmaster East St. Louis, Ill.
L. T. JAMES Chief Dispatcher
C. B. MILLER Night Chief Dispatcher Pine Bluff, Ark.
E. TIMPNER Night Chief Dispatcher
W. L. JONES Asst. Chief Dispatcher

St. Louis Southwestern Railway Company

NORTHERN DIVISION

TIMETABLE

No. 3

Effective 12:01 A.M.

WEDNESDAY, JANUARY 1, 1958

CENTRAL STANDARD TIME

**FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY**

Supersedes previous timetable and all rules in conflict
with those herein.

The Railway reserves the right to vary therefrom as
circumstances may require.

**W. H. HUDSON, Vice President and General Manager
TYLER, TEXAS**

**L. C. ALBERT, Asst. General Mgr.
TYLER, TEXAS**

**J. L. HUMPHREYS, Supt. Transportation
TYLER, TEXAS**

**J. R. HOLDEN, Division Superintendent
V. J. BERRY, Asst. to Division Superintendent
PINE BLUFF, ARK.**

**Employees in Train, Engine, Yard and Telegraph
Service must have a copy of current SPECIAL
INSTRUCTIONS in pamphlet form, in their possession,
with copy of current Timetable while on duty.**

INSTRUCTIONS PERTAINING TO ILLMO SUBDIVISION

A 1. Northward trains are superior to Southward trains of the same class.

A 2. All trains and engines must approach and run at Restricted Speed through Illmo-Fornfelt-Ancell Yard.

A 3. Two Main Tracks:

Two Main Tracks extend from the connection with the Southern Illinois and Missouri Bridge track Illmo Interlocking Station MP I-3.10 to Ancell Crossover MP I-5.16.

All trains and engines will be governed by signal indication and proceed at Restricted Speed without timetable or train order authority.

A 4. Illmo is register station for St. L. S. W. trains only.

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

Freight trains permitted to carry passengers Nos. 53, 54, 57 and 58.

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

A 5. Clearance Form 3143:

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

At Illmo, Southward SSW trains will secure Clearance and conductor of Southward SSW freight trains, when comparing time with engineer, will notify engineer if such Clearance calls for train orders, and if no train orders are delivered with Clearance, engine men of Southward SSW freight trains will leave Illmo without Clearance. When train orders are to be delivered with Clearance to Southward SSW freight trains at Illmo, operator on duty will notify yard office thereat, and the engineer

of such Southward freight train will be transported to Illmo yard office, and receive Clearance and train orders from conductor, after which the engineer will be transported to vicinity of head end of train.

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

A 6. Movements by Block Signals:

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

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

A 7. Normal position of crossover leading from No. 1 track to East track at north end of No. 1 track Malden is for Wyatt Subdivision. Normal position of crossover leading from No. 1 track to East track at south end of No. 1 track Malden is for Frisco transfer.

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

A 8. The time of trains Nos. 7, 8, 53, 54, 57 and 58 applies at the station.

A 9. Marmaduke is flag stop for trains Nos. 7 and 8 to receive or discharge revenue passengers to and from St. Louis or Pine Bluff.

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

A 11. Business Tracks not shown as Stations:

NAME	Mile Post	Capacity	NAME	Mile Post	Capacity
Painton.....	I-25.22	14	Townley.....	I-63.48	6
Heagy.....	I-28.61	19	Airsacle.....	I-64.33	88

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

Between St. Louis Union Station and Valley Jct., (E. St. Louis) use of Terminal R. R. Assn. and St. Louis Municipal Bridge Railway tracks;

Train and enginemen will provide themselves with copies of and be governed by Terminal R. R. Assn. and St. Louis Bridge Railway Rules and Special Instructions.

Between Valley Jct., and North Jct., use of Missouri Pacific tracks;

Train and enginemen will be governed by Uniform Code of Operating Rules, Mo. Pac. Timetable, Special Instructions and General Orders.

Between North Jct., and Illmo, use of Southern Illinois and Missouri Bridge Company tracks;

Train and enginemen will be governed by Uniform Code of Operating Rules, SI&MB Special Instructions and General Orders.

Between Cotton Belt Jct., (Brinkley), and Briark, use of C. R. I. & P. R. R. tracks;

Train and enginemen will be governed by Uniform Code of Operating Rules, C. R. I. & P. Timetable, Special Instructions and General Orders.

Between Briark and the east line of Florida St. on Railroad Ave., (Broadway), Memphis, use of Arkansas and Memphis Railway Bridge and Terminal Company tracks;

Train and enginemen will be governed by Uniform Code of Operating Rules, Arkansas and Memphis Railway Bridge and Terminal Company Timetable, Special Instructions and General Orders.

Between SSW Main Track Connection, 1200' north of Frisco Depot, and Frisco Depot, Leachville, Ark., use of St. L. S. F. R. R. tracks;

See Timetable Rule M 7.

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

Between Illmo and Frisco Jct., use of StLSW tracks by C&EI.

Between Illmo and Paragould Jct., use of StLSW tracks by Mo. Pac.

Between Kent and Camden, use of StLSW tracks by Rock Island.

Mo. Pac., C&EI and RI train and enginemen will be governed by The Uniform Code of Operating Rules, StLSW Timetable, Special Instructions and General Orders.

INSTRUCTIONS PERTAINING TO JONESBORO SUBDIVISION

E 1. Northward trains are superior to Southward trains of the same class.

E 2. All trains must approach and proceed at Restricted Speed between MP 198 and MP 199, and between Memphis Junction and Cotton Belt Junction, Brinkley.

E 3. Southward third class and inferior trains will enter Pine Bluff Shops at Crossover No. 4, located at MP 266, Pole 9, unless otherwise instructed.

E 4. Mail cranes at stations not shown on face of timetable:
 Zent MP 192.19 Hilleman MP 181.44
 Ulm MP 226.27

E 5. Southward trains must not enter the north switch of Ice Dock Lead Wilkins unless directed to do so by train dispatcher.

E 6. Normal position of tail of Wye switches:

The Switch at tail of Wye at Stuttgart must be left set for south leg of Wye.

The Switch at tail of Wye at Altheimer will be left lined for route last used.

E 7. First class trains must move at Restricted Speed between North Yard Limit sign, MP 264, and Pine Bluff Passenger Station.

Third and inferior class, extra trains and engines may occupy the main track between MP 265, Pole 17, and Pine Bluff Passenger Station, on the time of first class trains without flag protection, but must keep informed of and not delay them.

E 8. Clearance Form 3143:

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

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

E 9. Trains Nos. 61 and 62 will stop on flag at Penrose, MP 176.34, and Hilleman, MP 181.44.

E 10. No Train Order signal maintained at Pine Bluff Shops and Jonesboro. All departing trains will secure Clearance (Form 3143) at such stations.

E 11. Freight trains permitted to carry passengers: Nos. 567, 568, 61, 62, 63 and 64.

E 12. Business Tracks not shown as stations:

NAME	M. P.	Capacity	NAME	M. P.	Capacity
Penrose.....	176.34	11	Bayless.....	203.73	4
Hilleman....	181.44	8	Woods Spur..	211.79	19
			Riverside....	261.81	21

E 13. Movement by Block Signals:

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

E 14. The time of trains Nos. 7, 8, 61, 62, 63 and 64 applies at the station.

E 15. Altheimer is flag stop for trains Nos. 7 and 8 to receive or discharge revenue passengers to or from St. Louis or Pine Bluff.

Hickory Ridge and Fair Oaks are flag stops for trains Nos. 7 and 8 to receive or discharge revenue passengers only.

INSTRUCTIONS PERTAINING TO CARUTHERSVILLE SUBDIVISION

N 1. Northward trains are superior to Southward trains of the same class.

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

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

N 3. All trains must approach Deering Jct. at Restricted Speed, expecting to find main track occupied by trains of Trumann Subdivision.

N 4. Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61 over Railroad Crossing, MP R-92, Pole 26, all trains and engines will approach this crossing with the Highway at MP R-92, Pole 26, Caruthersville Subdivision, at such speed that

movement can be stopped before reaching the crossing if it is apparent that by not doing so, there is a likelihood of striking a highway vehicle.

N 5. Normal position of Wye switches:

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

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

N 6. Freight trains permitted to carry passengers Nos. 291 and 292.

N 7. Business Tracks not shown as Stations:

NAME	Mile Post	Capacity In Cars
Tom Collins.....	R-97.12	2

TABLE OF SPEEDS

Miles Per Hour	One Mile In	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

TRAIN DISPATCHERS

F. L. Arnold	G. C. Stevens
A. L. Underhill	B. M. Martin
L. Z. Mallory	A. M. Colyar
A. J. Vaughn	J. E. Whitsell
E. B. Morgan	J. U. Chrisman
J. S. Leach	J. F. Wyatt
J. L. Callaway	W. R. Howard
A. B. Dawson	R. W. Bradsher

Southward—ILLMO SUBDIVISION—Northward

THIRD CLASS		FIRST CLASS	Capacity of Trunks in Cars		Distance from Birds Point	Distance from Greys Point	TIMETABLE No. 3 Effective January 1, 1958	STATIONS	Station Numbers	FIRST CLASS	THIRD CLASS	
53 Local	57 Local	7 Passenger	Sidings	Other						8 Passenger	54 Local	58 Local
Daily Except Sunday	Daily Except Sunday	Daily			Daily	Daily Except Sunday				Daily Except Sunday		
		L 11.00 ^{PM} _{CST}					DN.....ST. LOUIS UNION STATION.....		A 7.45 ^{AM} _{CST}			
		s 11.15	Yd.	Yd.			DN.....EAST ST. LOUIS.....		s 7.28			
		s 1.58 ^{AM}					.....THEBES.....				
L 5.50 ^{AM}		s (2.01 ^{AM} 2.05)	Yd.	Yd.			DN.....ILLMO.....TXO	1 3	s (4.35 ^{AM} 4.30)	A 10.00 ^{AM}		
f 5.54		2.08					.....FORN BELT.....				
							.....ANCELL.....	1 5	4.27	f 9.54	
f 6.06				5			.....QUARRY.....	1 10			
s 6.35							.....FRISCO JUNCTION.....				
							SLSF.....ROCKVIEW.....	1 11		f 9.42		
			248	171			Mo.P., SLSF.....DELTA.....	1 16		s 9.30		
							Mo.P.....					
f 6.50			240	13			.....HANDLES.....	1 21		f 9.07	
f 7.00				14			.....PERKINS.....	1 24		f 9.01	
f 7.10							.....MESLER.....	1 26		f 8.55	
s 7.20		s 2.40	133	11			.....BELL CITY.....	1 30	s 4.01	s 8.49	
f 7.35							.....ARDEOLA.....	1 33		f 8.34	
f 7.50			119				.....AVERT.....	1 38		f 8.25	
f 8.00			222	12			.....IDALLA.....	1 44		f 8.11	
8.05				5			.....PARONT.....	1 47		8.05	
8.20							.....MO JUNCTION.....				
				4			Mo.P.....DEXTER JCT.....	1 50		7.57		
s 8.35		s 3.08	59	48			.....DEXTER.....	1 51	s 3.33	s 7.55	
s 8.55			139	50			.....BERNIE.....	1 60		s 7.10	
							.....NM JUNCTION.....				
A 9.10 ^{AM}	L 6.40 ^{AM}	s 3.38	Yd.	Yd.	57.92	67.72	DN.....MALDEN.....OYX	68	s 3.12	L 6.40 ^{AM}	A 6.40 ^{AM}	
							SLSF.....SM JUNCTION.....					
							.....CAMPBELL.....	65	s 2.53	s 6.22	
s 6.55	s 3.48		39	54	65.37		.....ST. FRANCIS.....	70		f 6.12	
f 7.05			145		69.89		.....PIGGOTT.....	76	s 2.40	s 6.00	
s 7.20	s 4.01		38	44	75.50		.....GREENWAY.....	79		f 5.42	
f 7.35			160	15	78.83		.....RECTOR.....	86	s 2.27	s 5.30	
s 8.00	s 4.15		24	79	85.57		.....JAY.....	91			
			135		90.72		.....MARMADUKE.....	93	f 2.17	f 5.10	
f 8.20	f 4.21		47	40	92.88		.....NORTH PARAGOULD.....				
			133		102.34		.....BLYTHEVILLE JCT.....				
			Yd.	Yd.	103.00		DN.....PARAGOULD.....OYX	104	s 2.07	s 4.10		
					103.63		Mo.P.....PARAGOULD JCT.....					
					103.70		.....BETHEL.....	109		f 4.00	
f 9.30				24	108.83		.....BROOKLAND.....	116		f 3.45	
f 9.45			140	8	115.67		SLSF.....JONESBORO.....TXO	125	L 1.30 ^{AM}	L 3.20 ^{AM}		
A 10.15 ^{AM}	A 5.05 ^{AM}	Yd.	Yd.	Yd.	124.83				Daily	Daily Except Sunday	Daily Except Sunday	
Daily Except Sunday	Daily Except Sunday	Daily					(131.32)		8	54	58	

See page 2 for Instructions pertaining to Illmo Subdivision.

Southward—JONESBORO SUBDIVISION—Northward

THIRD CLASS		FIRST CLASS	Capacity of Trunks In Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958	Station Numbers	FIRST CLASS	THIRD CLASS	
61 Local	63 Local	7 Passenger	Sidings	Other				8 Passenger	62 Local	64 Local
Daily Except Sunday	Daily Except Sunday	Daily					Daily	Daily Except Sunday	Daily Except Sunday	
MEMPHIS.....TWXO										
L 7.00 AM		L 5.15 AM	Yd.	Yd.	124.83	DN..... JONESBORO.....TXO	125	A 1.20 AM	A 1.30 PM	
f 7.20				37	133.22	8.39	133		f 1.10	
f 7.30			140	10	137.40	GIBSON.....	137		f 12.50	
s 8.00		s 5.40	44	52	145.42	4.18	140	s 12.54	s 12.50	
f 8.10			140	40	149.57	OTWELL.....	150		f 12.05 PM	
f 8.25			43	13	155.20	8.02	155		f 11.53	
f 8.48		f 5.55	149	55	161.52	WEINER.....	162	f 12.39	f 11.33	
f 9.08				16	167.45	4.15	168		f 11.13	
s 9.38		f 6.06	186	61	172.68	WALDENBURG.....	172	f 12.28	s 10.59	
						5.63				
			186	35	186.93	FISHER.....	187		s 10.13	
s 10.13				30	194.34	6.32	194		s 9.35	
6 10.32			178		198.00	HICKORY RIDGE.....			9.27	
10.45						5.93				
			Yd.	Yd.		TILTON.....				
					198.89	5.23				
					199.00	FAIR OAKS.....				
A 10.50 AM	L 5.45 AM	s 6.38	149		200.00	14.25				
						HUNTER.....				
s 6.55	s 6.56		123	147	214.08	7.41				
						FARGO.....				
f 7.15			116	8	220.63	3.66				
			113	Yd.	232.25	0.89				
s 8.20	s 7.20		122	Yd.	233.31	COTTON BELT JCT.....				
						1.02				
f 8.55			111	31	244.81	C.R.I.& P.....				
f 9.10			42	40	251.59	0.11				
s 9.30	f 7.40		163	96	256.07	MEMPHIS JCT.....				
						0.11				
					256.70	BRINKLEY.....	199	s 12.03 AM	L 9.10 AM	
f 9.38				45	260.23	15.03	214		s 9.45	
	9.46	7.47			262.61	CLARENDON.....	221	s 11.39		
A 10.00 AM		7.55 AM	Yd.	Yd.	266.72	6.59	221		f 8.45	
						ROE.....	223		s 8.20	
Daily Except Sunday	Daily Except Sunday	Daily				11.63				
61	63	7				NORTH STUTTGART.....	245		f 6.43	
						1.06	252		f 6.34	
						R.I.S.& S.....	256	f 10.50	s 6.26	
						4.48				
						ALTHEIMER.....	260		f 6.18	
						0.63				
						ENGLAND JUNCTION.....	263	10.44	6.10	
						3.53				
						ROB ROY.....	267	10.35 PM	L 8.00 AM	
						2.36				
						WILKINS.....				
						4.11				
						DN..... PINE BLUFF SHOPS.....TXOY				
						(141.89)		Daily	Daily Except Sunday	
								8	62	
									64	

Operation by Signal Indication, Opposing and Following Movement

Auto-matic Block

See page 3 for Instructions pertaining to Jonesboro Subdivision.

Southward—PINE BLUFF SUBDIVISION—Northward

THIRD CLASS		FIRST CLASS	Capacity of Tracks In Cars		Distance From Birds Point	TIMETABLE No. 3 Effective January 1, 1958	Station Numbers	FIRST CLASS	THIRD CLASS	
65 Local	67 Local	7 Passenger	Sidings	Other				8 Passenger	66 Local	68 Local
Daily Except Sunday	Tue, Thur, Sat.	Daily					Daily	Daily Except Sunday	Mon, Wed, Fri.	
L 8.00 AM		7.55 AM			266.72	DN.....PINE BLUFF SHOPS.....TXO	267	10.35 PM	A 10.45 AM	
		A 8.00 AM	Yd.		267.69	.....PINE BLUFF.....	268	L 10.30 PM		
			212		269.31	Mo.P. ....SOUTH PINE BLUFF.....				
					280.30	.....RONE.....	280			
s 7.45			140		289.80	.....RISON.....	290		s 9.30	
f 7.55			50E	75	297.06	.....SALINE.....	297		f 8.56	
f 8.15			116W	20	299.79	.....KINGSLAND.....	300		f 8.45	
s 9.15			127	30	307.40	C.R.I.&P. ....FORDYCE.....	307		s 8.30	
			37W			DN.....				
			Yd.145E			.....THORNTON.....	313		f 7.30	
f 9.30			163	17	312.97	.....BEARDEN.....	321		f 7.10	
f 10.04			143	57	321.10	.....GRAVEL PIT.....	325		f 6.42	
f 10.14			41	133	324.93	EAGLE MILLS.....	327		f 6.35	
f 10.19			123	56	327.39	C.R.I.&P. ....KENT.....	335		f 6.20	
f 10.34				10	334.91	.....NC JUNCTION.....				
					336.69	DN.....CAMDEN.....OX	338		6.15	
10.39			Yd.		337.64	Mo.P. ....SC JUNCTION.....		L 8.00 AM	A 11.30 AM	
A 10.45 AM	L 7.00 AM				338.66	.....HERBERT.....	340			11.25
	7.05					.....BUENA VISTA.....	349			
			82	172	340.41	.....STEPHENS.....	359		f 11.00	
f 7.55			141	29	348.04	.....MONNELL.....	368		s 10.30	
s 8.40			96	134	357.93	.....WALDO.....	373		s 9.45	
s 9.40			212	108	368.05	.....LUMBER.....	377		s 9.10	
s 10.00			41	33	373.26	.....BUCKNER.....	381		f 8.45	
f 10.10			118	4	376.83	.....STAMPS.....	385		s 8.35	
f 10.20				27	381.39	L.&A. ....LEWISVILLE.....	390		s 8.25	
f 10.20			166	137	385.20	DN.....			L 8.00 AM	
s 10.50			Yd.107	Yd.	389.68	(122.96)				
A 11.10 AM								Daily	Daily Except Sunday	Mon, Wed, Fri.
Daily Except Sunday	Tue, Thur, Sat.	Daily						8	66	68
65	67	7								

See page 11 for Instructions pertaining to Pine Bluff Subdivision.

Southward—WYATT SUBDIVISION—Northward

7

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958		Station Numbers	SECOND CLASS	
		Sidings	Other					160 Mixed	Mon., Wed., Fri.
159 Mixed					STATIONS				
Tues., Thurs., Sat.									
				5.51	END OF TRACK				
	L 7.00 AM	34	Yd.	5.93	D	WYATT	T	6	A 12.55 PM
	f 7.30			14.17	ANNISTON			14	f 12.18 PM
	s 8.05	54	64	18.58	D	EAST PRAIRIE		19	s 11.58
	f 8.40			29.58	LA FORGE			30	f 11.10
	f 8.46	28	72	31.35	RISTINE			31	f 11.02
	s 9.05			36.63	St.L.S.F.	LILBOURN	Crossing	37	s 10.40
	f 10.57	16	48	41.93	D	CATRON		42	f 8.12
	s 11.25			48.49	D	PARMA		49	s 7.42
	f 11.33	27	3	50.80	St.L.S.F.	LORWOOD	Crossing	51	f 7.32
				57.27	MALDEN JCT.				
	A 11.55 AM		Yd.	57.92	DN	MALDEN	OYX	58	L 7.00 AM
					(52.41)				
159					STATIONS			160	
Tues., Thurs., Sat.								Mon., Wed., Fri.	

Southward

NEW MADRID SUBDIVISION

Northward

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958		Station Numbers	SECOND CLASS	
		Sidings	Other					262 Mixed	Daily Except Sunday
261 Mixed					STATIONS				
Daily Except Sunday									
	L 10.00 AM		63	42.13	D	NEW MADRID	A42	A	9.40 AM
	A 10.20 AM	17	4	36.63	St.L.S.F.	LILBOURN	37	L	9.10 AM
					(5.50)				
261					STATIONS			262	
Daily Except Sunday								Daily Except Sunday	

Instructions New Madrid Subdivision

- C 1. Northward trains are superior to Southward trains of the same class.
- C 2. Freight trains permitted to carry passengers: Nos. 261 and 262.
- C 3. At Lilbourn and New Madrid, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Instructions Wyatt Subdivision

- B 1. Northward trains are superior to Southward trains of the same class.
- B 2. Due to the high speed maintained by vehicular traffic on Missouri Highway No. 61, all trains and engines will approach the crossings with this highway at Ristine, Mile Post 31, pole 14½ Wyatt Subdivision, and at Mile Post A-41, pole 13½, New Madrid Subdivision, at such speed that movement can be stopped before reaching the crossing if it is apparent that by not doing so there is a likelihood of striking a highway vehicle. Members of crews performing switching over

Instructions Wyatt Subdivision—Cont.

- the crossing at Ristine must see that crossing is properly protected by having a brakeman at the crossing before switch movements are made over this highway crossing.
- B 3. All trains must approach and pass Lilbourn at Restricted Speed, expecting to find main track occupied by trains of New Madrid Subdivision.
- B 4. Freight trains permitted to carry passengers: Nos. 159 and 160.
- B 5. At Wyatt, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.
- B 6. Business Tracks not shown as stations:

Name	Milepost	Capacity in Cars
Coulter	8.13	5
Stanley	16.22	2

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW-MAN.

Southward—TRUMANN SUBDIVISION—Northward

SECOND CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958		Station Numbers	SECOND CLASS	
		Sidings	Other					294 Mixed	Tues., Thurs., Sat.
293 Mixed									
Mon., Wed., Fri.									
L	7.00 AM	Yd.	Yd.	57.92	DN	MALDEN	OYX	58	A 11.40 AM
				57.27		MALDEN JCT.			
f	7.45		67	65.41	St.L.S.F.-G.&A.		Crossing	W65	f 11.05
f	8.10		35	71.66	D.	GIDEON		W72	f 10.50
f	8.45		26	81.23	St.L.S.F.	PEACH ORCHARD	Crossing	W81	f 10.24
	9.00					BAKERSVILLE			
	11.15	Yd.	Yd.	84.62		DEERING JCT.	Y		10.15
f	11.45		22	93.38		RIVES		W93	f 9.55
	12.10 PM			99.04		HORNERSVILLE JCT.			9.25
s	12.25	Yd.	Yd.	100.44	D.	HORNERSVILLE	Y	P124	s 9.20
				101.12		LEACHVILLE JCT.			
				111.53		FRISCO JCT.			
s	1.00	11	140	111.96	St.L.-S.F.		Crossing	W112	s 8.20
f	1.28	12		121.54	D.	LEACHVILLE		W122	f 7.53
s	1.45	16	85	124.56	D.	HANCOCK		W126	s 7.45
f	2.20		20	134.11	D.	CARAWAY		W134	f 7.12
A	2.45 PM	Yd.	Yd.	140.07	St.L.-S.F.	LUNSFORD	Crossing	W140	L 7.00 AM
					D.	TRUMANN	X		
						END OF TRACK			
Mon., Wed., Fri.					(84.40)			Tues., Thurs., Sat.	
293								294	

INSTRUCTIONS PERTAINING TO TRUMANN SUBDIVISION

M 1. Northward trains are superior to Southward trains of the same class.

M 2. Freight trains permitted to carry passengers: Nos. 293 and 294.

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

M 4. All trains must approach and pass Deering Jct., Hornersville Jct., and Leachville Jct., at Restricted Speed, expecting to find main track occupied by trains of other Subdivisions.

M 5. Trumann Subdivision trains arriving Malden must not proceed from the junction in Malden Yard where the Trumann Subdivision intersects Wyatt Subdivision until it is known that track is clear.

M 6. Normal position of Switches:

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

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

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

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

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

M 8. Business Tracks not shown as Stations:

NAME	Mile Post	Capacity in Cars
Gobler	W— 88.10	4
Rington	W—106.19	8
Walters	W—116.02	11
Yail	W—119.33	11
Degelow	W—127.17	11
Sandy	W—131.50	6

Southward—BLYTHEVILLE SUBDIVISION—Northward

		SECOND CLASS	Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE		Station Numbers	SECOND CLASS	
			389 Mixed	Siding		Other	No. 3		390 Mixed	
							Effective January 1, 1958			
		Daily Except Sunday				STATIONS				Daily Except Sunday
		L 7.00 AM	Yd.	Yd.	103.63	DN.....	PARAGOULD.....	OYX	104	A 9.25 AM
			Yd.	Yd.	103.00		BLYTHEVILLE JCT.....			
		f 7.15			108.92		BARD.....		P108	f 9.10
		f 7.30			114.17	D.....	CARDWELL.....		P114	f 8.55
		f 7.38	18		117.18	D.....	ARBYRD.....		P117	f 8.45
		f 7.46			120.20	St.L.S.F.	HOLLYWOOD.....	Crossing	P120	f 8.37
					123.76		LEACHVILLE JCT.....			
		s 8.20:39	Yd.	Yd.	124.44	D.....	HORNERSVILLE.....	Y	P124	s 8.20:39
		8.25			125.83		HORNERSVILLE JCT.....			7.50
		f 8.55			135.22		GOSNELL.....		P135	f 7.20
			40		136.17		STRINGER.....		P136	
					139.10		CHICKASAWBA.....	Y	P138	
		A 9.15 AM	Yd.	Yd.	140.12	St.L.S.F.	BLYTHEVILLE.....	Crossing X	P140	L 7.00 AM
					140.33		END OF TRACK.....			
		Daily Except Sunday					(37.96)			Daily Except Sunday
		389								390

INSTRUCTIONS PERTAINING TO BLYTHEVILLE SUBDIVISION

D 1. Northward trains are superior to Southward trains of the same class, except No. 389 is superior to No. 390.

D 2. All trains must approach Blytheville Jet. at Restricted Speed expecting to find main track occupied by trains of Ilmo Subdivision.

D 3. Capacity in cars of tail tracks to Wyes:

Location.	Mile Post.	Capacity in Cars.
Hornersville	P-124.45	8
Chickasawba	P-140.12	9

D 4. Freight trains permitted to carry passengers: Nos. 389 and 390.

D 5. At Blytheville, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

Southward—CARUTHERSVILLE SUBDIVISION—Northward

		THIRD CLASS		Capacity of Tracks In Cars		Distance from Birds Point	TIMETABLE		Station Numbers	THIRD CLASS	
		291 Local	Mon., Wed., Fri.	Siding	Other		No. 3			292 Local	
							Effective January 1, 1958				
							STATIONS				
						99.01	END OF TRACK.....			
		L 10.20 AM	Yd.	Yd.	98.04	St. L-S. F.	CARUTHERSVILLE.....	Crossing	R98	A 10.05 AM	
		f 10.50			88.64	St. L-S. F.	BRAGGADOCIO.....	Crossing	R89	f 9.25	
		f 11.05	Yd.18		85.61		DEERING.....		R86	f 9.10	
		A 11.15 AM	Yd.		84.62		DEERING JCT.....	Y		L 9.00 AM	
		Mon., Wed., Fri.								Mon., Wed., Fri.	
		291								292	
								(14.89)			

See Page 3 for instructions pertaining to Caruthersville Subdivision.

Southward—LITTLE ROCK SUBDIVISION—Northward

SECOND CLASS				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958		Station Numbers	SECOND CLASS			
567 Local				Sidelings	Other		STATIONS			568 Local			
Daily Exe. Sun.										Daily Exe. Sun.			
		L 12.20 PM	Yd.	Yd.	266.72	DN	PINE BLUFF SHOPS	TXOY	267	A 10.23 AM			
		L 12.59 PM			266.70		10.02 ENGLAND JUNCTION			A 9.35 AM			
		1.05	23	99	256.07	D	ALTHEIMER	Y	256	9.30			
		f 1.26	16	23	263.73		7.68 SHERRILL		N264	f 9.05			
		f 1.37	17		267.17		3.44 TUCKER		N267	f 8.51			
		s 2.05	30	Yd.	274.95	D	7.78 ENGLAND		N275	s 8.30			
		f 2.18		26	270.63		4.88 KBO		N280	f 7.50			
		f 2.41	11	28	287.75		8.12 SCOTT		N288	f 7.28			
					85		7.28 LYNCH		N295				
		f 3.05			295.04		0.91 ROSE CITY		N296	f 7.05			
		A 3.10 PM	Yd.	Yd.	297.76	DN	1.82 N. LITTLE ROCK	Yd.	TXO	N298	L 7.00 AM		
		Daily Exe. Sun.			298.96	D	1.20 N. LITTLE ROCK		N299	Daily Exe. Sun.			
		567					(42.89)			568			

INSTRUCTIONS PERTAINING TO LITTLE ROCK SUBDIVISION

F 1. Northward trains are superior to Southward trains of the same class.

F 2. Time shown at Pine Bluff Shops is for information only.

F 3. Freight trains permitted to carry passengers: Nos. 567 and 568.

F 4. The switch of tail of Wye at Altheimer will be left lined for route last used.

F 5. At England Junction schedule will be assumed by crew assigned to or ordered for trains, which may leave without Clearance.

F 6. At North Little Rock Yard, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

F 7. England Junction is register station for trains Nos. 567 and 568 only.

F 8. Business tracks not shown as stations:

Name	Mile Post	Capacity in Cars
Bull Neck	N-286.18	3
Hardyboard	N-292.21	10

Southward—STUTT GART SUBDIVISION—Northward

SECOND CLASS				Capacity of Tracks in Cars		Distance from Birds Point	TIMETABLE No. 3 Effective January 1, 1958		Station Numbers	SECOND CLASS			
463 Mixed				Sidelings	Other		STATIONS			464 Mixed			
Daily Exe. Sun.										Daily Exe. Sun.			
		L 8.15 AM	Yd.	Yd.	233.31	DN	STUTT GART	YXO	233	A 1.40 PM			
		f 8.55	17		244.78		11.47 R.I.S.&S.	Crossing		f 1.01			
		f 9.25	10		252.35		7.57 ALMYRA		M245	f 12.30			
		s 9.50	12	143	255.73	D	3.95 BURKS		M252	s 12.05 PM			
		A 10.45 AM			109	D	12.09 DEWITT		M256	L 11.05 AM			
		Daily Exe. Sun.			267.82	D	GILLETT	Y	M268	Daily Exe. Sun.			
		463					(34.62)			464			

INSTRUCTIONS PERTAINING TO STUTT GART SUBDIVISION

G 1. Northward trains are superior to Southward trains of the same class, except No. 463 is superior to No. 464.

G 2. Freight trains permitted to carry passengers: Nos. 463 and 464.

G 3. All trains must approach Stuttgart at Restricted Speed expecting to find main track occupied by trains of Jonesboro Subdivision.

G 4. At Gillett, schedules will be assumed by crew assigned to or ordered for train, which may leave without Clearance when train order signal displays Proceed indication.

G 5. Capacity in cars tail track, Wye at Gillett, 12 cars.

G 6. Business tracks not shown as stations:

Name	Mile Post	Capacity in Cars
Ricusky	M-235.34	12
Yoder	M-238.68	17
Chaney	M-253.56	8
Indiana	M-259.33	10

INSTRUCTIONS PERTAINING TO PINE BLUFF SUBDIVISION

J 1. Northward trains are superior to Southward trains of the same class.

J 2. First class trains must proceed at Restricted Speed between North Yard Limit sign, MP 264, and Pine Bluff Passenger Station.

Third and inferior class, extra trains and engines may occupy the main track between MP 265, Pole 17, and Pine Bluff Passenger Station, on the time of first class trains without flag protection, but must keep informed of and not delay them.

J 3. Clearance Form 3143:

Southward trains will not require Clearance at Camden in the absence of train order signal, or when train order signal displays Proceed indication, except trains originating at Camden will secure Clearance.

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

J 4. Movement by Block Signals:

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

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

J 5. Within city limits of Bearden, horns on all trains shall not be sounded except two short signals at the approach to each street, highway, or road crossing, unless an emergency exists.

J 6. Following freight trains are permitted to carry passengers: Nos. 65, 66, 67 and 68.

J 7. No Train order signal maintained at Pine Bluff Shops. All departing trains will secure a Clearance (Form 3143).

J 8. All trains will register by ticket at Lewisville.

J 9. Camden is register station for trains Nos. 65, 66, 67, 68 and R. I. trains, other trains will register by ticket.

J 10. All trains originating at Camden will secure Clearance.

J 11. The time of trains Nos. 7, 8, 65, 66, 67 and 68 applies at the station.

J 12. Crews arriving Lewisville on No. 67 from Pine Bluff Subdivision will assume schedule of No. 67 on Texarkana Subdivision and may leave Lewisville without Clearance when train order signal displays Proceed indication. Crews arriving Lewisville on No. 68 from Texarkana Subdivision will assume schedule of No. 68 on Pine Bluff Subdivision and may leave Lewisville without Clearance when train order signal displays Proceed indication.

J 13. Business Tracks not shown as stations:

NAME	Mile Post	Capacity In Cars
Faith.....	278.55	36
Kedron.....	283.21	40
Little Bay.....	315.56	24
Shumaker.....	328.93	10
Ogemaw.....	353.72	12
Berry Asphalt (Stephens).....	357.06	66
Apalco.....	382.84	67

