

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

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

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

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

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

T. C. Price, M. D.

R. A. Hays, M. D.
411 S. State
Wynne, Ark.

James E. Vester, M. D.
634 Center Street
Bismarck, Mo.

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

Jack Q. Cash, M. D.

B. C. Page, M. D.
602 West 2nd Street
Corning, Arkansas

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

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

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

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

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

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

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

Van W. Taylor, M. D.

Jack Mullen, M. D.
33 North Allen
Bonne Terre, Missouri

George W. Warren, M. D.
P. O. Box W
Sinackover, Arkansas

Lowell V. Ozment, M. D.
530 Jefferson St.
Camden, Ark.

T. E. Ashcraft, M. D.

D. H. Lowrey, M. D.

D. M. Williams, M. D.
809 West Main
Russellville, Ark.

I. D. Newmark, M. D.

Milton Zemlyn, M. D.
200 West Stacey Street
Chester, Illinois

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

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

F. M. Wilson, M. D.

806 Jeter Drive
Jonesboro, Arkansas

J. H. Burge, M. D.

A. G. Talbot, M. D.
Lake Village Infirmary
Lake Village, Arkansas

W. J. Weaver, M. D.

Eudora, Arkansas

Andrew R. Esposito, M. D.

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

Pinckneyville Medical Group

C. E. Cawvey, M. D.

W. L. Culpepper, M. D.

J. A. Mathis, M. D.

Geo. D. Mohr, M. D.

Pinckneyville Clinic Bldg.
206 North Main Street
Pinckneyville, Illinois

G. H. DeGenova, M. D.

Medical Arts Bldg.
Ste. Genevieve, Mo.

Ralph F. Joseph, M. D.

Medical Arts Bldg.
Walnut Ridge, Arkansas

R. C. Lanning, M. D.

Ste. Genevieve, Mo.

G. M. Little, M. D.

Seargent Prentiss Drive
Natchez, Mississippi

Vidalia Clinic

Vidalia, La.

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD COMPANY**

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

**TIMETABLE
No. 4**

Effective 12:01 a. m. Sunday, Nov. 27, 1966

CENTRAL STANDARD TIME

**FOR THE GOVERNMENT OF
EMPLOYES CONCERNED**

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

J. H. LLOYD, Vice President-Operation.

D. J. SMITH, Assistant Vice President-Operation.

J. M. TOLER, General Superintendent-Transportation.

N. W. DERRYBERRY, Supt. Transportation.

J. G. SHEPPARD, General Manager.

D. T. BARKSDALE, Asst. General Manager.

DIVISION OFFICERS

MISSOURI DIVISION & MO-ILL RAILROAD

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

LITTLE ROCK TERMINAL DIVISION

K. M. CONVERSE.... Superintendent.... Little Rock, Ark.
 R. TURNER..... Trainmaster..... Little Rock, Ark.
 C. A. PETERS..... Trainmaster..... Little Rock, Ark.
 R. E. SMITH..... Trainmaster..... Little Rock, Ark.

ARKANSAS DIVISION

A. W. REES..... Superintendent.... Little Rock, Ark.
 J. L. JAMES..... Asst. Supt..... Memphis, Tenn.
 W. B. NEEDHAM.... Trainmaster..... Little Rock, Ark.
 L. D. ALCORN..... Trainmaster..... Newport, Ark.
 S. R. WALL..... Trainmaster..... Texarkana, Ark.
 R. M. WEST JR.... Asst. Trainmaster... Memphis, Tenn.
 R. L. BREWER..... Asst. Trainmaster... El Dorado, Ark.
 D. M. NEELEY..... Asst. Trainmaster.. Van Buren, Ark.
 J. F. SERRETT..... Chief Dispatcher... Little Rock, Ark.
 L. J. ALLEN..... Road Foreman of
 Engines..... Little Rock, Ark.
 J. M. SPURR..... Road Foreman of
 Engines..... Little Rock, Ark.

LOUISIANA DIVISION

C. S. BALDWIN..... Superintendent..... Monroe, La.
 D. L. HALFERTY.... Trainmaster..... McGehee, Ark.
 D. C. CONWAY..... Trainmaster..... Monroe, La.
 H. W. RITTER..... Asst. Trainmaster... Pine Bluff, Ark.
 J. W. BRUGIONI.... Asst. Trainmaster... Natchez, Miss.
 J. F. SERRETT..... Chief Dispatcher... Little Rock, Ark.
 C. V. HUFFMAN.... Road Foreman of
 Engines..... Monroe, La.

Southern District

EXPLANATION OF CHARACTERS

- (A)—Automatic Interlocking.
- (B)—Radio Base Station.
- D—Diesel Fuel Oil.
- (D)—Draw Bridge.
- (G)—Gate—Normal position against conflicting route.
- G—Gate—Normal position against this Sub-div.
- (M)—Manual Interlocking.
- (S)—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- (X)—Railroad Crossing at Grade.
- (Y)—Yard Limits.
- *—Mail Crane.
- ∅—Equilateral Turnout.
- ⊖—50 Mph Precurved Turnout
- §—Track Scale.
- n—Northward
- s—Southward
- ⊙—Train Order Office.
- X—Crossover between main tracks—Dual Control Switches.

Register Stations are shown in full-faced type.

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

In CTC territory where maximum speed is in excess of 20 mph, trains and engs. using a hand operated main track switch not equipped with electric lock, must have a portion of its train occupying main track or leave main track switch open while using such track.

In ABS territory, Rule 99 (j) effective.

EXPLANATION OF STOPS

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

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
49	1	14
50	1	12
55	1	5
59	1	2
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

Southern District

TRAINS SOUTHWARD			Mile Post	STATIONS	Sidings	TRAINS NORTHWARD		
FIRST CLASS						FIRST CLASS		
1	3	7				2	4	8
Psg.	Psg.	Psg.		Psg.	Psg.	Psg.		
Daily	Daily	Daily		Daily	Daily	Daily		
PM	PM	AM		AM	PM	PM		
5 30	1 00	12 45		8 30	5 45	11 00		
5 59	1 31	1 14	9.54	7 50	4 45	10 16		
			18.75				90	
			26.50				90	
			27.39		f4 24			
			35.63				90	
a6 35	a2 09	a1 55	42.23	7 08	s4 04	9 28	125	
			51.04		f3 50		80	
			57.03		f3 42		84	
a2 31			60.91		f3 36		80	
a2 40			69.57		f3 25		80	
7 11	s2 50	s2 45	75.39	6 32	s3 17	s8 49	80	
			83.17		f3 04		80	
7 26	s3 07	s3 03	88.69	6 17	s2 54	s8 27	80	
			91.84				80	
			97.81		f2 38			
			100.12				80	
			107.99		f2 26		80	
			111.83		f2 20		80	
8 08	a3 53	s3 50	117.74				80	
			124.45	5 38	s2 01	s7 42	106	
			134.53		f1 49		80	
	a4 15		145.40		f1 36		80	
			155.47				80	
			164.67					
s8 55	s4 50	s4 55	165.53	4 55	1 10	6 55	Yd.	
PM	PM	AM		AM	PM	PM		

ABS — CTC between JB Jct. and Poplar Bluff.
 Two main tracks between PB Jct. and Poplar Bluff designated East track and West track.
 Clearance is required by trains before leaving Poplar Bluff.
 Be governed by St. Louis Terminal Division timetable between St. Louis and JB Jct.

Maximum Speed (Except as shown below)	MPH		BUSINESS TRACKS	MP	Cap'y
	Psg.	Frt.			
MP 20 — MP 33	55	50	Triangle Spur	10 85	4 cars
MP 41-25 — MP 42-30	30	30	Bussen Spur	11.61	35 cars
MP 52 — MP 76 (Except as below)	55		Whitehouse	16.09	4 cars
MP 52-38 — MP 54-20	45	45	Hillcrest	17.88	Yard
MP 101-18 — MP 101-35	55		Horn	29.50	
MP 106-13 — MP 107-38	45	45	Vineland	47.13	
MP 108-22 — MP 109-30	55		Tif	53.96	8 cars
MP 119 — MP 165 (Except as below)	55		Evergreen	57.75	12 cars
MP 125-38 — MP 126-13	40	40	Iron Mountain	80.77	
MP 129-29 — MP 131-0	40	40	Lopez	84.10	10 cars
MP 135-21 — MP 135-28	45	45	Hogan	96.07	30 cars
MP 136-27 — MP 137-12	40	40	Leeper	133.16	10 cars
MP 146-18 — MP 148-29	40	40	Keener	150.04	25 cars
MP 150-24 — MP 151-0	45	45	Potosi Industrial Lead: (Mineral Point—Potosi)		
MP 153-39 — MP 154-8	45	45	Lumbie	62.08	27 cars
MP 164-26 — MP 164-32	40	40	Lawood	63.50	4 cars
MP 165-14 — MP 165-34	20	20	Potosi	64.41	Yard

Southern District

Mile Post	TIMETABLE 4	Sidings	Maximum Speed Psg. Frt.
	↓ SOUTH - STATIONS - NORTH ↑		
0.00	VALLEY JCT.	Yd.	MP 0 — MP 76-20 60 50
0.20	ST. L. S. W. Connection		MP 76-20 —
4.31	NO. DUPO @ T.R.R.A. @		MP 119-19.....60 60
6.08	DUPO@DTW	Yd.	(Except as below)
7.18	SOUTH DUPO@		MP 116-14 —
9.41	@G. M. & O.....@		MP 119-9 —
22.53	VALMEYER@	112	MP 119-19.....30 30
41.73	PRAIRIE DUROCHER @		North Jct.: thru—
47.71	FI JCT.		North Crossover 15
49.17	FLINTON.....	300	South Crossover 10
54.46	REILY LAKE.....	125	
61.56	CHESTER.....@WT	150	MP 192-16 —
65.75	FORD.....	141	MP 165-15.....60 60
71.69	CORA.....	126	(Except as below)
76.39	RADDLE JCT.....	143	RX Jct.—Dexter
81.41	JA.....I		Jct.—RX Jct. 30 30
84.21	GORHAM.....@WT	Yd.	MO Jct.—RX Jct. 40 40
84.79	@I. C.....@		
84.83	GO.....I		
90.59	AA JCT.....		
95.07	BB JCT.....		
108.06	HH.....I		
115.58	JJ.....I		
117.53	GALE.....	Yd.	
119.33	NORTH JCT., ILL.@		
	ILLMO, MO.....@		
192.54	MO JCT. 2.23 to RX Jct.		
191.32	DEXTER JCT.		
190.31	RX JCT.		
190.11	DEXTER.....@	132	
178.73	IVES.....	175	
165.53	POPLAR BLUFF.....@DW	Yd.	

ABS — Between Valley Jct. and Poplar Bluff.
 CTC — Between Valley Jct. and Signal 1658, Poplar Bluff except between GM&O Crossing and FI Jct. and between MO Jct. and RX Jct. on West Track only, signal indication for movement with Current of Traffic.
 Two main tracks designated East and West tracks between Valley Jct. and FI Jct.; Raddle Jct. and AA Jct.; BB Jct. and North Jct.; and between MO Jct. and RX Jct..
 Trains moving against Current of Traffic between GM&O Crossing and FI Jct. and MO Jct. and RX Jct. must not exceed 49 MPH and be governed by Rule 99.
 Southward trains originating Valley Jct. secure clearance.
 Clearance must be secured by Southward MP trains at South Dupo and Northward trains at Poplar Bluff.
 Color light train order signal at South Dupo applies to StLSW and Missouri Illinois trains only.
 Yard Limits — MP 165-22 to MP 166-4.
 Operation between North Jct. — Illmo over SI&MBCo. and between Illmo — MO Jct. — Dexter Jct. over StLSW.

Southern District

4 HOXIE SUBDIV.—ARKANSAS DIVISION

HOXIE SUBDIV.—ARKANSAS DIVISION 5

FIRST CLASS			Mile Post	TIMETABLE No. 4	
1	3	7		STATIONS	
Psg. Daily	Psg. Daily	Psg. Daily			
PM	PM	AM			
9 05	5 00	5 05	165.53	POPLAR BLUFF... I@DTW	⊙
			170.00	PHD... I	
			172.96	HARVIELL JCT... ⊖	
a 5 13	a 5 20		180.48	NEELYVILLE, MO... T	
b 5 24	s 5 33		192.25	CORNING, ARK... *⊕	
			198.55	KNOBEL... *	
			202.90	PEACH ORCHARD... *	
			207.69	DELAPLAINE... *	
			214.43	O'KEAN... *	
			223.63	AA JCT... ⊖	
			224.90	WALNUT RIDGE... ⊕	
a 9 56	s 6 05	s 6 38	226.34	HOXIE S.L.-S.F... ⊕	
			228.68	BXB JCT... ⊖	
			238.94	ALICIA... *	
		a 7 03	251.88	TUCKERMAN... *	
			258.11	DOD JCT... ⊖	
			259.41	DIAZ... IT	
s 10 25	s 6 45	s 7 25	261.73	NEWPORT... I@DTW	⊙
			263.94	CC JCT... ⊖	
			269.82	OLYPHANT... ⊖	
			278.13	BRADFORD... *	
			286.70	GG JCT... ⊖	
10 50	s 7 20	a 7 53	288.41	BALD KNOB... I@T	⊙
			289.70	JB... I	
	a 7 30	s 8 05	296.45	KENSETT... ⊖	
			298.43	HK... I	
			306.50	MG... I	
		a 8 20	312.73	BEEBE... ⊕*	
			319.25	WA... I	
			330.74	JX... I	
			332.14	JACKSONVILLE... T	
			343.67	No. Little Rock... I@DTW	⊙
			345.37	Ark. River... ⊕⊕	
s 11 50	s 8 30	s 9 30	345.68	LITTLE ROCK... ⊕DTW	⊙
PM	PM	AM	180.15		

FIRST CLASS			Mile Post	TIMETABLE No. 4	
2	4	8		STATIONS	
Psg. Daily	Psg. Daily	Psg. Daily			
AM	PM	PM			
s 4 45	s 12 50	s 6 45	165.53	POPLAR BLUFF... Yd.	⊙
			170.00	PHD... Yd.	
			172.96	HARVIELL JCT... Yd.	
	f 12 08		180.48	NEELYVILLE, MO... 160	
	s 11 56	d 6 13	192.25	CORNING, ARK... 160	
	a 11 47		198.55	KNOBEL... 175	
			202.90	PEACH ORCHARD... 160	
	a 11 41		207.69	DELAPLAINE... 160	
	a 11 36		214.43	O'KEAN... 160	
	a 11 29		223.63	AA JCT... 160	
			224.90	WALNUT RIDGE... 160	
			226.34	HOXIE S.L.-S.F... 187	
			228.68	BXB JCT... 160	
			238.94	ALICIA... 160	
	a 10 40		251.88	TUCKERMAN... 160	
			258.11	DOD JCT... 160	
			259.41	DIAZ... 160	
3 20	s 10 25	s 5 05	261.73	NEWPORT... Yd.	
			263.94	CC JCT... 182	
			269.82	OLYPHANT... 222	
			278.13	BRADFORD... 222	
			286.70	GG JCT... 118	
2 55	s 9 50		288.41	BALD KNOB... 118	
			289.70	JB... 118	
			296.45	KENSETT... 118	
	s 9 35	m 4 28	298.43	HK... 118	
			306.50	MG... 118	
			312.73	BEEBE... 118	
	s 9 10		319.25	WA... 118	
			330.74	JX... 118	
			332.14	JACKSONVILLE... 118	
	m 8 45		343.67	No. Little Rock... Yd.	
			345.37	Ark. River... Yd.	
2 05	8 25	3 45	345.68	LITTLE ROCK... Yd.	
AM	AM	PM	180.15		

ABS — CTC between Poplar Bluff and Little Rock.
 Two Main Tracks: Designated East and West tracks between Poplar Bluff & Harviell Jct., AA Jct. & BXB Jct., DOD Jct. & CC Jct., GG Jct. & Little Rock. — Trains originating at Poplar Bluff, No. Little Rock and Little Rock secure clearance. — No. Little Rock Train Order Office only for trains originating there.
 Memphis Subdiv. trains and engines for northward movement on Hoxie Subdiv. at Bald Knob must secure permission of train dispatcher before occupying siding.
 Mail cranes between stations are located at MP 232-20, MP 244-10, MP 283-14, MP 292-25, MP 305-18, MP 308-10, MP 317-25, MP 320-18, MP 323-3.

MPH		MPH	
Psg.	Frt.	Psg.	Frt.
79	60	79	60
MP 224-15 — MP 227-30...	50 50	MP 340-30 — MP 345-5...	40 40
MP 258-4 — MP 263-38		MP 345-5 — MP 345-7...	30 30
(Except as below)		BUSINESS TRACKS	
MP 258-39 — MP 260-15...	79 50	Harviell	MP Cap'y 173.00 18
MP 261-20 — MP 262-16...	65 50	Minturn	232.44 8
MP 263-38 — MP 345-7	40 40	Judsonia	292.61 15
(Except as below)		Higginson	299.77 15
MP 264-3 — MP 264-5...	79 60	Garner	305.48 5
MP 266-19 — MP 266-31...	50 50	McRae	308.20 10
MP 288-5 — MP 288-25...	65 50	Ward	317.60 20
MP 292-27 — MP 293-3...	40 40	Cabot	323.06 15
MP 333-8 — MP 333-22...	55 55	Valentine	336.17 6

MONROE SUBDIV.—LOUISIANA DIVISION 11

10 PINE BLUFF SUBDIV.—LOUISIANA DIVISION

SOUTHWARD FIRST CLASS 31 Passenger Daily		Mile Post	TIMETABLE No. 4		Siding	NORTHWARD FIRST CLASS 32 Passenger Daily	
STATIONS			STATIONS				
1 20AM	345.68	LITTLE ROCK	Yd.	11 20PM			
	345.44	RIVER TRACK JCT					
	346.30	MAIN ST. JCT.					
	346.49	ROCK STREET JCT.					
	343.67	North Little Rock	Yd.				
	344.53	@C. R. I. & P.					
	345.05	Arkansas River					
	346.49	ROCK STREET JCT.					
	346.92	@C. R. I. & P.					
	349.17	East Little Rock Yard	Yd.				
	354.14	HIGGINS	175				
	364.55	HENSLEY	168				
	381.81	BALDWIN	165				
s 2 40	388.45	PINE BLUFF	240	s 9 55			
	409.69	GRADY	175				
	420.26	GOULD	100				
a 3 26	427.91	DUMAS	54	s 9 08			
	431.03	PICKENS	175				
s 3 50AM	447.23	McGEHEE	Yd.	s 8 45PM			
		101.96					

ABS between River Track Jct.-McGehee.

CTC between Main St. Jct., Rock Street Jct. and McGehee.

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

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

Max. Wt. North Little Rock to East Little Rock 240,000 lbs.

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

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

	MPH		BUSINESS TRACKS	MP	Cap'y
	Psgr.	Frt.			
Maximum Speed (Except as below)	65	60	Fairfield	394.72	35 cars
MP 343-20 — MP 346-15	10	10	Cottondale	397.90	5 cars
MP 346-15 — MP 349-21	20	20	Noble Lake	398.70	12 cars
MP 350-03 — MP 350-18	60	..	Moscow	402.50	10 cars
MP 368-00 — MP 368-29	60	..	Tamo	405.88	14 cars
MP 370-20 — MP 371-10	60	..	Varner	415.00	31 cars
MP 385-28 — MP 389-24	20	20	Reedville	424.90	14 cars
MP 419-10 — MP 420-20	50	50	Yukon	434.29	3 cars
MP 427-15 — MP 428-8	35	35	Winchester	435.70	12 cars
			Tillar	441.72	20 cars
			Holena Chemical	446.60	5 cars

BUSINESS TRACKS	MP	Cap'y
Granite Mt.	350.33	200 cars
Drury	351.4	6 cars
Sweet Home	351.73	30 cars
Westlake	352.95	80 cars
Wrightville	357.2	8 cars
Woodson	362.86	9 cars
Redfield	368.92	12 cars

Southern District

SOUTHWARD FIRST CLASS 31 Passenger Daily		Mile Post	TIMETABLE No. 4		Siding	NORTHWARD FIRST CLASS 32 Passenger Daily	
STATIONS			STATIONS				
4 10AM	408.12	McGEHEE	@DWT	Yd.	s 8 30PM		
s 4 21	415.69	DERMOTT	7.57 -6.37	115	s 8 18		
	422.06	HUDSPETH	10.08	175			
s 4 47	432.14	MONROSE	4.29	116	s 7 53		
k 4 52	436.43	PORTLAND	3.73	93	g 7 48		
	440.16	SUNSHINE	9.19	175			
k 5 05	449.35	WILMOT, ARK.	11.47	93	g 7 32		
	480.82	BONITA, LA.	12.73	175			
a 5 32	473.55	MBR ROUGE	7.49	115	a 7 04		
s 5 40	481.04	COLLINSTON	10.76	175	s 6 56		
	491.80	SWARTZ	10.16	175			
	501.96	HUTTIG JCT.	4.7				
s 6 40	502.43	MONROE	@I. C. @T @DW	Yd.	s 6 25		
	516.61	BOSCO	14.18	175			
	528.22	Ouachita River	11.61				
f 7 25	530.56	COLUMBIA	2.21		a 5 28		
f 7 35	535.15	GRAYSON	4.59	175			
s 7 39	537.44	CLARKS	2.29		s 5 17		
f 7 58	548.70	OLLA	11.26	150			
	552.81	URANIA	4.11	115			
	556.55	TULLOS	3.74	75			
s 8 17	561.63	Georgetown @ L. M.	5.08	168	s 4 44		
	578.97	ANTONIA	15.34	175			
	581.49	POLLOCK	3.11				
	592.62	TIOGA @ L. & A.	11.13	175			
	595.17	@L. & A.	2.55				
	596.63	RR JUNCTION	1.46				
9 05	597.82	TEXMO JCT.	1.19		3 55		
s 9 15AM	599.03	ALEXANDRIA	1.21	Yd.	3 50PM		
	601.53	ALEXANDRIA YARD	2.50	Yd.			
			191.87				

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

Mail crane between stations: MP 541-10. Trains originating at McGehee secure clearance. No. 32 secure clearance Alexandria; clearance issued Alexandria Yard fulfills this requirement.

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

	MPH		BUSINESS TRACKS	MP	Cap'y
	Psgr.	Frt.			
Maximum Speed (Except as below)	65	60	Parkdale	445.01	30 cars
MP 408-29 — MP 409-4	60	..	Muller	454.05	10 cars
MP 456-7 — MP 456-7	60	..	McGinty	454.15	10 cars
MP 486-13 — MP 490-20	50	50	Jones	457.25	20 cars
MP 497-3 — MP 497-16	60	..	Galion	467.23	30 cars
MP 498-27 — MP 504-10	20	20	Wham	486.63	6 cars
MP 507-1 — MP 507-12	60	..	Hancock	489.33	40 cars
MP 524-17 — MP 525-3	60	..	Frizzell	494.16	2 cars
MP 528-9 — MP 528-4	50	50	Stoard	495.87	30 cars
MP 528-4 — MP 528-10	30	30	Maideo	508.31	7 cars
MP 529-10 — MP 535-5	50	50	Riverton	526.29	40 cars
MP 535-5 — MP 539-13	55	55	Cobb	508.41	5 cars
MP 569-13 — MP 596-19	50	50	Pulpwood	532.54	8 cars
			Standard	546.90	42 cars
			Mudville	565.27	12 cars
BUSINESS TRACKS	MP	Cap'y	Christie Spur	577.97	100 cars
Jerome	424.84	56 cars	Simms	586.97	30 cars
Boydell	427.20	8 cars	Camp Beauregard	592.53	100 cars
East Ashley	435.50	18 cars	Camp Stafford	594.90	37 cars

Southern District

12 WYNNE SUBDIV.—LOUISIANA DIVISION

All Trains	Mile Post	TIMETABLE 4		Sidings
		↓ SOUTH - STATIONS - NORTH ↑		
Maximum Speed				
MP 235-10 —				
MP 280-10 —	40			
MP 280-10 — MP 326-5				
(Except as below)	49			
MP 295-23 — MP 296-9	25			
MP 326-5 — MP 408-10				
(Except as below)	40			
MP 377-25 — MP 387-20	30			
MP 381-22 — MP 382-17	30			
Between HL Jct. and Helena (Except as below)	35			
MP 338-8 — MP 336-12	15			
MP 337-10 — MP 338.0	25			
MP 338-0 — MP 338-6	10			
BUSINESS TRACKS	MP Cap'y			
Greenfield	251.60 4			
Whitehall	262.47 21			
Cherry Valley	267.86 18			
Yanndale	274.35 12			
Colt	286.39 26			
Haynes	303.96 4			
Felton	310.03 8			
LaGrange	321.20 6			
Wycamp*	329.65 4			
Oneida	335.31 8			
Lakeview	339.90 10			
Wabash	341.18 20			
Tugwell	341.69 8			
Ragan	348.20 15			
Ratio	352.95 15			
Catron	355.24 13			
Mellwood	356.64 12			
Lundell	358.61 10			
Mosby	359.38 10			
Crumrod	361.70 10			
Ferguson	362.29 30			
Deerfield	366.09 10			
Mozart	375.15 20			
Vestal	377.43 25			
Schatz	382.83 40			
Duce	394.93 20			
Rohwer	396.48 4			
McArthur	402.53 20			
*Between HL Jct. Helena.				

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

Trains must secure clearance Paragould and Wynne.

Yard Limits: From end of track to MP 221 pole 20; MP 277 pole 23 to MP 282 pole 2; MP 312 pole 0 to MP 315 pole 0; MP 323 pole 5 to MP 330 pole 15; HL Jct. to Helena; MP 406 pole 28 to Pine Bluff subdiv.

St.L.S.W. trains may use siding Paragould, North Switch siding MP 219.50 — South Switch PG Jct.

Holly Grove Industrial Lead: (Holly Grove Jct.—Holly Grove)

Barton	329.74	5 cars
Poplar Grove	334.49	6 cars
Marvell	338.03	25 cars
Pine City	349.55	10 cars
Holly Grove	354.57	10 cars

LAKE PROVIDENCE SUBDIV.—LOUISIANA DIVISION 13

SOUTHWARD		Mile Post	TIMETABLE No. 4	Sidings	NORTHWARD	
SECOND CLASS					SECOND CLASS	
777 Local	779 Local				778 Local	780 Local
Tu., Thu., Sat.	Tu., Thu., Sat.		STATIONS		Mo., Wed., Fri.	Mo., Wed., Fri.
6 01AM	5 01AM	408.12	McGEHEE @DWT	Yd.	3 30PM	2 50PM
		424.17	MACON LAKE			
7 10		431.32	LAKE VILLAGE . T	60	2 30	
8 15	7 30AM	446.81	EUDORA, ARK. .	62	1 40	1 00PM
		457.78	MILLIKIN, LA			
		463.16	SHELBURN			
9 20		470.17	Lake Providence .	59	11 45	
		487.42	SONDHEIMER			
		488.82	ENOKA	60		
11 45		498.41	Tallulah @I. C. @	48	9 01	
		511.54	QUIMBY			
12 45		523.37	NEWELLTON .	60	7 55	
		533.74	ST. JOSEPH			
		546.11	WATERPROOF			
2 30PM		557.25	CLAYTON JCT. .		6 15AM	
			149.13			

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

No. 778 will not require clearance at Clayton Jct.

Max Wt. 220,000 lbs.

Yard Limits: McGehee to MP 410-05; MP 429-25 to MP 432-10; MP 445-5 to MP 449-0; MP 468-0 to MP 471-5; MP 497-5 to MP 499-15; MP 556-20 to Clayton Jct. Maximum Speed 30 MPH.

BUSINESS TRACKS	MP Cap'y.	MP Cap'y.
Trippe	412.18 24	Chicago
Chicot	440.04 20	Somerset
Hollybrook	474.49 11	Goldman
Transylvania	478.54 15	Azucena
Alatnia	482.93 5	

EUDORA SUBDIV.—LOUISIANA DIVISION

SOUTHWARD		Mile Post	TIMETABLE No. 4	Sidings	NORTHWARD	
SECOND CLASS					SECOND CLASS	
779 Local					780 Local	
Tues., Thur., Sat.			STATIONS		Mon., Wed., Fri.	
7 30AM		446.81	EUDORA, ARK. .		11 20AM	
		455.15	KILBOURNE, LA. .			
8 40		465.48	OAK GROVE .		9 30	
		478.71	DARNELL			
		484.01	EPFS			
10 30AM		494.27	DELHI .		8 01AM	
			47.46			

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

Yard Limits: Eudora to MP 447-25; MP 493-10 to End of Track.

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

Max. Wt. 220,000 lbs.

14 COLLINSTON SUBDIV.—LOUISIANA DIVISION

SOUTHWARD				Mile Post	TIMETABLE No. 4	STATIONS
SECOND CLASS						
777	787	967	793			
Local Tues., Thur., Sat.	Local Mon., Wed., Fri.	LM Freight Daily	Freight Daily			
	9 01AM			560.44	COLLINSTON...@MP G@T@	
				567.58	7.14 OAK RIDGE.....	
	9 45			577.91	10.33 RAYVILLE...@IC G@	
				589.60	11.69 MANGHAM.....	
	11 15			600.39	10.79 WINNSBORO.....@	
				614.41	14.02 WISNER.....	
	12 10			623.50	9.09 SICILY ISLAND....	
				635.90	12.40 TENSAS RIVER...@@	
				637.21	1.31 CLAYTON JCT.....@	
2 30PM	12 50		12 01AM	642.78	5.57 FERRIDAY...@DTW@	
	1 05PM			643.43	0.65 CONCORDIA JCT...@	
		5 30AM	12 05	651.59	8.16 VIDALIA...@@T@	
		5 50AM	12 35AM			
				91.15		

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

No. 967 is superior to No. 968.

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

No. 777 will not require clearance at Clayton Jct.

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

Bastrop Industrial Lead: (Collinston—Bastrop)

Bastrop.....	553.64	Yard
Upland.....	557.43	6 cars

COLLINSTON SUBDIV.—LOUISIANA DIVISION 15

TIMETABLE No. 4	Stations	NORTHWARD			
		SECOND CLASS			
		794	778	788	968
		Freight	Local	Local	LM Freight
		Daily	Mon., Wed., Fri.	Tues., Thur., Sat.	Daily
	COLLINSTON.....	Yd.		10 30AM	
	7.14 OAK RIDGE.....				
	10.33 RAYVILLE.....	65		9 01	
	11.69 MANGHAM.....				
	10.79 WINNSBORO.....	35			
	14.02 WISNER.....				
	9.09 SICILY ISLAND....			7 01	
	12.40 TENSAS RIVER....				
	1.31 CLAYTON JCT.....		6 15AM	6 25	
	5.57 FERRIDAY.....	Yd.	6 10AM	6 01AM	6 10AM
	0.65 CONCORDIA JCT....		6 05		6 50AM
	8.16 VIDALIA.....	Yd.	5 45AM		6 30AM
	91.15				

Maximum Speed: (Except as below)	MPH.	BUSINESS TRACKS	MP	Cap'y
MP 609-2 — MP 609-25.....	30	Archibald.....	586.80	12
MP 637-8 (#10 Turnout).....	25	Baskin.....	593.55	11
MP 641-26 — MP 643-14.....	15	Chase.....	605.51	10
MP 650-5 — MP 650-13.....	15	Gilbert.....	609.51	3
	10	Peck.....	618.25	13
		Clayton.....	636.08	15

WARREN SUBDIV.—LOUISIANA DIVISION

SOUTH- WARD	Mile Post	TIMETABLE No. 4	Stations	Sidings	NORTH- WARD
SECOND CLASS					SECOND CLASS
783					784
Local					Local
Daily Ex. Sun.					Daily Ex. Sun.
12 01PM	422.68	DERMOTT.....@			6 30PM
2 01	445.32	22.64 MONTICELLO...@A.D.&N@T@			5 15
3 10PM	461.47	16.15 WARREN.....@@			4 10PM
		38.79			

No. 783 is superior to No. 784.

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

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

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

Maximum Speed 35 MPH except between MP 445-0 — MP 461-14 25 MPH.

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

Max. wt. 220,000 lbs.

BUSINESS TRACKS	MP	Cap'y
Baxter.....	426.52	5
Collins.....	430.40	20
Cominto.....	434.03	15
Deane.....	438.37	
Wilmar.....	454.00	10

16 HUTTIG SUBDIV.—LOUISIANA DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 4	Sidings	NORTH-WARD SECOND CLASS
Daily Ex. Sunday		STATIONS		Daily Ex. Sunday
4 01AM	492.25	EL DORADO.....ⓈⓄⓂⓉⓈⓄ	Yd.	10 01AM
	506.84	14.59 URBANA.....		
	512.86	6.02 STRONG.....Ⓢ		
	523.17	10.31 DOLLAR JCT.....		
5 25	527.22	4.05 HUTTIG, ARK.....ⓈⓈⓄ		7 55
	530.37	3.15 LITROE, LA.....		
	542.85	12.48 HAILE.....		
	553.77	10.92 OUACHITA RIVER.....ⓈⓄ		
6 45 700	554.04	0.27 STERLINGTON.....ⓈⓄⓂⓉⓈⓄ	Yd.	6 45 789
	568.18	14.14 ⓄA. & L. M.....Ⓢ		
	568.69	0.51 HUTTIG JCT.....		
9 10AM		0.47 MONROE.....ⓉⓄⓄⓂⓉⓈⓄ	Yd.	4 45AM
		77.26		

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

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

Maximum Speed:	MPH	BUSINESS TRACKS	MP Cap'y.
(Except as below)	30	Nick Springs	499.00 30
MP 492-8 — MP 493-18	25	Lawson	503.44 10
MP 524-21 — MP 524-29	20	Sandy Bend	509.66 13
MP 553-21	10	Lapile	518.16 12
MP 566 — Huttig Jct.	15	Upco	547.60 12
		Spencer	548.72 15
		Lamkin	561.56 4
		Max. wt. — El Dorado to Sterlington	
			240,000 lbs.

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

HAMBURG SUBDIV.—LOUISIANA DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 4	Sidings	NORTH-WARD SECOND CLASS
Daily Ex. Sun.		STATIONS		Daily Ex. Sun.
7 01AM	443.58	Montrose.....		11 55AM
	451.43	7.85 SNYDER.....		
	456.00	4.57 MIST.....		
	462.75	6.75 HAMBURG.....Ⓢ		
9 01AM	474.52	11.77 CROSSETT.....ⓈⓄⓄⓂⓉⓈⓄ		10 01AM
		30 94		

No. 785 is superior to No. 786.

No. 786 will not require clearance at Crossett.

Yard Limits: MP 473-10 to End of Track.

Maximum Speed 30 MPH.

Max. wt. 220,000 lbs.

Southern District

DONIPHAN SUBDIV.—ARKANSAS DIVISION 17

Mile Post	TIMETABLE 4	Sidings	Maximum Speed 25 MPH.
↓ SOUTH - STATIONS - NORTH ↑			
180.48	NEELYVILLE.....Ⓣ		BUSINESS TRACKS MP Cap'y. Skelly Oil Spur... 197.30 4 Owenmont (Team Track)..... 197.64 8 Max. wt. 220,000 lbs.
	5.79		
186.27	NAYLOR.....		
	5.00		
191.27	OXLY.....		
200.37	9.10 DONIPHAN.....Ⓢ	Yd.	
	19.89		

HOT SPRINGS SUBDIV.—ARKANSAS DIVISION

Mile Post	TIMETABLE 4	Sidings	Maximum Speed 25 MPH.
↓ SOUTH - STATIONS - NORTH ↑			
412.15	MOUNTAIN PINE.....		BUSINESS TRACKS MP Cap'y. McClendon Spur... 392.70 3 Mountain Pine Spur Track..... 410.21 Yard Max. wt. between MP Jct. and Mountain Pine 241,000 lbs.
	12.96		
399.19	HOT SPRINGS.....ⓂⓄⓂⓉⓈⓄ	Yd.	
	3.52		
395.67	MP JCT.....		
	19.1 MALVERN.....		
	35.49		

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

NORMAN SUBDIV.—ARKANSAS DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 4	Sidings	NORTH-WARD SECOND CLASS
Daily Ex. Sun.		STATIONS		Daily Ex. Sun.
5 01AM	426.30	GURDON.....ⓈⓄⓄⓂⓉⓈⓄ	Yd.	2 05PM
	441.07	14.77 OKOLONA.....		
	446.58	5.51 DELIGHT JCT.....		
7 35	454.00	7.42 GRAYSONIA.....		12 25
8 20	465.32	11.32 AMITY.....		11 59
	473.58	8.26 GLENWOOD.....Ⓢ		11 15
	480.77	7.19 CADDO GAP.....		
9 40AM	485.94	5.17 NORMAN.....ⓉⓈ	Yd.	10 30AM
		59.64		

No. 731 is superior to No. 730.

No. 730 will not require clearance at Norman.

Max. wt. Gurdon to MP 446-58 240,000 lbs. MP 446-58 to Norman and Delight, Ind. Lead 220,000 lbs.

Yard Limits — Gurdon: to MP 429 pole 10.

Maximum Speed	MPH.
MP 426-9 — MP 485-28 (Except as below)	30
MP 472-0 — MP 472-2	15

BUSINESS TRACKS	MP	Cap'y.
Summit	433.14	4
Bird's Mill	478.92	16

Delight Industrial Lead: (Delight Jct.—Delight)

Antoine	447.99	8 cars
Delight	452.10	25 cars

Southern District

18 GURDON SUBDIV.—ARKANSAS DIVISION

TRAINS SOUTHWARD			Mile Post	TIMETABLE No. 4	STATIONS
SECOND CLASS					
799	797	131			
Local	Local	Red Ball Freight			
Daily Ex. Sun.	Daily	Daily Ex. Mon.			
		12 01AM		11.36	
		12 40	437.66	READER	
				14.81	
		1 20 ¹³⁰	452.47	LESTER	
				7.41	
		1 35	459.88	CAMDENⓄ	
				0.98	
			460.86	@StLSW.....@	
				0.44	
			461.30	CB SIDING	
				1.86	
			463.16	CULLENDALE	
				11.34	
		2 05	474.50	LOUANN	
				4.39	
	8 15AM		478.89	SMACKOVERⓄⓄ	
				1.71	
	9 01	2 30	480.60	KENOVAⓄ	
				3.95	
	11 01		484.55	NORPHLET	
				2.95	
	11 15	12 30PM	487.50	GG SIDING	
		2 55		4.75	
	11 30AM	12 45PM	492.25	EL DORADOⓄ@DWTⓄ	
		3 30AM		65.95	

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

GG Siding register station for 796 and 798 only.
No. 797 may leave GG Siding without clearance.

GURDON SUBDIV.—ARKANSAS DIVISION 19

TRAINS NORTHWARD				Sidings	TIMETABLE No. 4
SECOND CLASS					
130	796	798			
Red Ball Freight	Local	Local			
Daily Ex. Mon.	Daily	Daily Ex. Sun.			
		2 10AM	Yd.		11.36
		1 50	70		READER
					14.81
		1 20 ¹³¹	70		LESTER
					7.41
		1 05	58		CAMDEN
					0.98
					@StLSW.....
					0.44
					CB SIDING
					1.86
					CULLENDALE
					11.34
		12 32	125		LOUANN
					4.39
			Yd.		SMACKOVER
					1.71
			Yd.		KENOVA
		12 22			3.95
			Yd.		NORPHLET
					2.95
			71		GG SIDING
		12 10			4.75
		7 40AM			EL DORADO
		7 30AM	Yd.		12 01AM
		7 01AM			7 30AM
					7 01AM
					65.95

Maximum Speed: (Except as below)	MPH	BUSINESS TRACKS	MP Cap'y.
MP 458-26 — MP 460-27	40	Barringer	431.58 10
MP 491-27 — MP 492-25	20	Chidester	444.79 10
	25	Oow Jet. Storage	487.80 54
		Gulfdorado	489.09 16

NASHVILLE SUBDIV.—ARKANSAS DIVISION

SOUTHWARD		Mile Post	TIMETABLE No. 4	Sidings	NORTHWARD	
SECOND CLASS					SECOND CLASS	
733					732	
Local		Local				
Daily Ex. Sun.		Daily Ex. Sun.				
10 01AM	457.79	HOPEⓄWT	Yd.	4 01PM		
		25.36				
11 15	483.15	NASHVILLEⓄGN&A.....ⓄⓄ	Yd.	2 45		
		9.93				
12 45PM	493.13	PERKINSⓄ	Yd.	2 15PM		
		35.34				

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

No. 733 is superior to No. 732.

No. 732 will not require clearance at Perkins.

Maximum Speed—25 MPH. Except Plaswood, Ind. Lead 10 MPH.

Max. wt. 240,000 lbs.

BENTON SUBDIV.—ARKANSAS DIVISION

TIMETABLE No. 4

M.P. ↓	STATIONS		↑	Maximum Speed 35 MPH.
	SOUTH	NORTH		
368.33	BN JCT.Ⓞ			
368.67	@C. R. I. & P.G			BUSINESS TRACK
	21.60			MP Cap'y.
390.27	SHERIDANⓄ			Bannister.. 379.85 7
	21.54			

Yard Limits — BN Jct. to MP 369 pole 10.

20 CHARLESTON SUBDIV.—MISSOURI DIVISION

	Mile Post	TIMETABLE 4	
		Sidings	
		↓ SOUTH - STATIONS - NORTH ↑	
Maximum Speed MPH (Except as below) 30	75.39	BISMARCK @DWT ⊕	
MP 152-8 —	86.94	DE LASSUS	13
MP 157-0 20	94.94	KNOB LICK	12
MP 162-7 —	101.60	MINE LA MOTTE	12
MP 173-25 20	104.49	FREDERICKTOWN ⊕	19
Trains handling cars which are 15'4" above top of rail thru Glen Allen Tunnel 10	118.06	MARQUAND	17
MP 191 — MP 225 (Except as below) 30	130.29	GLEN ALLEN	14
MP 211-2 —	133.40	LUTESVILLE ⊕	23
MP 212-1 10	144.65	WHITE WATER	24
MP 213-10 —	147.17	ALLENVILLE T	23
MP 213-24 20	163.27	JACKSON W ⊕	Yd.
Between SLSF Crossing and Highway 61 Crossing at Sikeston (Approach Highway 61 Crossing prepared to stop for highway traffic.) 10	147.17	ALLENVILLE T	23
	149.38	⊕INDUSTRIAL LEAD ⊕	
	149.42	DELTA ⊕StLSW G ⊕	21
	157.43	⊕S. L.-S. F. ⊕	
	158.18	ORAN ⊕	
	162.09	MORLEY	
	173.53	DIEHLSTADT	14
	178.32	CHARLESTON ⊕T ⊕	Yd.
BUSINESS TRACKS MP Cap'y.	219.56	BERTRAND	12
Hunterville 15	214.50	MINER ⊕	
Gray Ridge 3	211.47	SIKESTON ⊕ ⊕	28
Buckeye 5	211.07	⊕S. L.-S. F. ⊕	
Newman	205.48	MOREHOUSE ⊕SLSF ⊕	14
Spur 20	195.67	ESSEX	26
	191.32	DEXTER JCT. ⊕StLSW G	
		152.47	

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

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

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

Max. wt. Bismark to Delassus 240,000 lbs., Delassus to Dexter Jet, 220,000 lbs., Allenville to Jackson 220,000 lbs.

BUSH SUBDIV.—MISSOURI DIVISION 21

Mile Post	TIMETABLE 4		Sidings
	↓ SOUTH - STATIONS - NORTH ↑		
124.48	BENTON T ⊕		
117.06	⊕C. B. & Q. ⊕		
115.44	⊕C. B. & Q. ⊕		
115.40	⊕I. C. ⊕		
108.15	BUSH ⊕ ⊕WD ⊕	Yd.	
94.21	MURPHYSBORO	115	
87.48	GRIMBSY	130	
84.21	GORHAM ⊕ ⊕WT ⊕	Yd.	
	40.27		

Maximum Speed MPH
(Except as below) 45
 MP 84-9 — MP 84-20 15
 MP 115-0 — MP 118-0 20
 MP 124-0 — MP 125-0 20

BUSINESS TRACKS MP Cap'y.
 Charco 91.12 10
 DeSoto 102.66 10
 Weir 112.48 50

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

MARION SUBDIV.—MISSOURI DIVISION

Mile Post	TIMETABLE 4		Sidings
	↓ SOUTH - STATIONS - NORTH ↑		
108.15	BUSH ⊕ ⊕DW ⊕	Yd.	
114.10	⊕L. C. ⊕		
114.84	HERRIN	Yd.	
114.96	⊕C. B. & Q. ⊕		
120.92	McCLINTOCK		
123.46	WEST VIRGINIA CONN.		
127.19	⊕L. C. ⊕		
127.50	MARION		
127.76	⊕C. & E. I. G		
	19.61		

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

Yard Limits: Entire Subdiv.
Max. wt. 240,000 lbs.

22 CAIRO SUBDIV. — MISSOURI DIVISION

Mile Post	TIMETABLE 4	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
120.70	THEBES JCT.....@OT	62
	4.90	
125.60	@C. & E. I.....G	
	5.23	
130.83	MILLER CITY.....	33
	11.85	
142.68	@G. M. & O.....G	
	1.57	
144.25	@C. C. C. & ST. L.....@	
	0.76	
145.01	CAIRO.....@W	Yd.
	24.31	

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

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

CAPE GIRARDEAU SUBDIV. — MISSOURI DIVISION

Mile Post	TIMETABLE 4	Sidings
↓ SOUTH - STATIONS - NORTH ↑		
122.83	CAPE DEAU JCT.....⊙	
	2.98	
125.81	MASSEY JCT.....	
	1.25	
127.06	MARQUETTE.....⊙	19
	0.63	
127.69	@CEMENT CO.....@	
	0.97	
128.66	@S. L.-S.F.....G	
	0.95	
129.62	@S. E. MO. LBR. SL-SF@	
	0.61	
130.23	CAPE GIRARDEAU.....⊙	Yd.
	7.40	

Maximum Speed 25 MPH.

BUSINESS TRACK MP Cap'y. Beck.....124.66 4

Yard Limits: Entire Subdiv.

MT. VERNON SUBDIV. — MISSOURI DIVISION 23

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE No. 4	Sidings	NORTH-WARD SECOND CLASS
707 Local Freight				708 Local Freight
Daily Ex. Sun.		STATIONS		Daily Ex. Sun.
4 30AM	63.72	CHESTER.....@OT		11 45AM
		8.14		
4 50	71.86	WELGE.....	93	11 25
		5.48		
5 05	77.34	STEELEVILLE.....W	70	11 10
		2.14		
5 10	79.48	PERCY.....@GM&O		11 05
		4.26		
5 30	83.74	NEW WILSON.....	106	10 50
		8.83		
6 01	92.57	PINEKNEYVILLE. @DWT	Yd.	10 30
		2.78		
		@I.C.		
		95.53		
		SR JCT.		
		7.40		
		102.73		
		@I. C.		
		0.22		
		102.95		
		TAMAROA.....		
		8.31		
6 55	111.26	SCHELLER.....	Yd.	9 45
		0.40		
		@I. C.		
		2.88		
7 05	114.54	WALTONVILLE. @CB&Q	19	9 35
		10.47		
7 45AM	125.01	MT.VERNON @L&N @DWT	Yd.	9 01AM
		61.29		

No. 707 is superior to No. 708.

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

Yard Limits: MP 64-0 to MP 65-5; MP 90-0 to MP 96-1; MP 110-15 to MP 112-5; MP 123-20 to End of Track at Mt. Vernon.

Pinekneyville-Pyatt over IC.

Maximum Speed (Except as below)	MPH	BUSINESS TRACK Streamline Lead	MP Cap'y
MP 64-2 — MP 64-14	40		77.87 100
MP 92-13 — MP 95-13	15		
MP 102-20 — MP 102-23	30		
MP 112-0 — MP 124-20	15		
MP 124-20 — MP 125	30		
	10		

PEA RIDGE SUBDIV. — MISSOURI DIVISION

SOUTH-WARD SECOND CLASS	Mile Post	TIMETABLE 4	Sidings	NORTH-WARD SECOND CLASS
721 Freight Daily		STATIONS		722 Freight Daily
3 30AM	57.70	CADET.....@OT		11 00AM
		0.91		
	58.61	NEW FOUNTAIN FARM. ⊙		
		13.79		
	72.40	INDIAN CREEK.....		
		11.79		
4 45AM	84.19	PEA RIDGE.....	Yd.	9 30AM
		26.49		

No. 721 is superior to No. 722.

No clearance required at Cadet by No. 721 and at Pea Ridge by No. 722.

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

Maximum Speed (Except as below)	MPH
MP 59-25 to MP 59-0	35
	20

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

Maximum Speed (Except as below)	MPH	Mile Post	TIMETABLE 4		Sidings
MP 2 (Bridge No. 1)	30		↓ SOUTH - STATIONS - NORTH ↑		
MP 2-10 — MP 2-18	20	0.00	RIVERSIDE.....	⊙T	90
MP 3-21 — MP 3-27	20	1.96	HERCULANEUM.....	⊙	Yd.
MP 6-2 — MP 6-9	20	4.50	CRYSTAL JCT.....		
MP 9-11 — MP 10-2	20	5.20	FESTUS (Crystal City).....	⊙	10
MP 12-10 — MP 16-29	20	18.65	BURNSIDE.....		28
MP 27-8 — MP 27-15	25	31.14	BONNE TERRE.....	⊙ ⊕	Yd.
MP 28-10 — MP 28-14	10	35.63	DESLOGE.....		
MP 28-22 — MP 29	20	37.18	FLAT RIVER.....	⊙	45
MP 32-20 — MP 35-1	20	37.69	RIVERMINES.....	⊙	Yd.
		38.81	DERBY JCT.....	⊙	
					38.81

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

Yard Limits: MP 0 to MP 8-10; MP 31-30 to MP 38-24.
Between Crystal City and Bonne Terre max. wt. 220,000 lbs.

SPARTA SUBDIV. — MO. ILL. R. R. 25

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

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

Branch Jct.-IC Jct. over IC.

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

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

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

SOUTHWARD		Mile Post	TIMETABLE No. 4		Sidings	NORTHWARD	
SECOND CLASS			SECOND CLASS				
723			724				
Local Freight			Local Freight				
Daily			STATIONS			Daily	
6 01AM		83.00	THOMURE.....	⊕DWT	81	2 10PM	
		84.72	MIDDLE YARD.....	⊙ §	Yd.		
		85.00	STE. GENEVIEVE.....	⊙ ⊕	23		
6 55		87.07	MOSHER.....	⊙	28	1 50	
		97.46	WEINGARTEN.....				
7 25		105.13	SPROTT.....		27	1 01	
		110.77	OGBORN.....		30	12 40	
		115.26	ESTHER.....		18		
7 55		116.63	FLAT RIVER.....	⊙	31	12 10	
		116.87	⊕FEDERAL SWITCH.....	⊙ ⊕			
		117.09	CENTRAL.....	⊙ §	Yd.	12 05	
9 05		118.20	DERBY JCT.....	⊙	75		
9 30AM		126.14	BISMARCK.....	⊕ ⊙T ⊕	Yd.	11 01AM	
						43.14	

No. 723 is superior to No. 724.

No. 723 will secure clearance at Ste. Genevieve instead of Thomure.

Yard Limits: End of Track at Thomure to MP 88-5; MP 114-15 to MP 119-8; MP 125-0 to End of Track at Bismarck.

Maximum Speed 30 MPH.

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

2. MAXIMUM SPEED:

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

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

Units	MPH	Units	MPH
1— 59.....	79	1061—1099.....	65
60— 932*.....	65	1100—1299.....	55
933— 943.....	79	6000—6001.....	55
944— 999.....	65	6603.....	55
1000—1060.....	55	8000—8007.....	55

*Except Engines 300-336, with Code 94 marked on dash, 79 mph.

Engines running light must not exceed 45 MPH. Engines without a pilot on end facing direction of movement or when showing cars must not exceed 25 MPH.

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

Engines with flat spots in excess of 2 3/4" must not be handled exceeding 10 MPH unless authorized by Superintendent.

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

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

	MPH
Thru No. 10 turnouts and crossovers, entire train.....	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train.....	35
Thru No. 20 equilateral turnouts, entire train.....	50
Thru precurved turnouts shown by symbol ⊕ on Schedule page.....	50
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of No. 15, 16 and 20 spring switches.....	35
In straightaway movement, when lead wheels have passed over points of spring switches, maximum speed may be resumed.	

3-B. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.	
Ditchers and Burro Cranes, loaded on flat cars.....	30
Except Burro Cranes when loaded on MPX 15000-MPX 15018 inclusive—Maximum Freight train speed.	

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

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

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

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

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..	{ Maximum Freight Train Speed 30 MPH
Scale Test Cars Except MPX 5121.....	
Scale Test Car MPX 5121.....	{ Maximum Freight Train Speed
Scale Test Cars must be handled next to caboose.	

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

Welded or jointed rail trains, and snow plows..... 40 MPH

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

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

3-C. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No Restrictions if length of flat spot does not exceed

Four wheel truck cars..... Head end cars..... 3.00 inches

Four wheel truck cars..... All others..... 3.25 inches

Six wheel truck cars..... Head end cars..... 3.25 inches

Six wheel truck cars..... Coaches..... 3.50 inches

If length of flat spot is greater than above, maximum speed 10 MPH

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

When there is to be handled any unit of equipment mentioned in items 2 or 3 above, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED: Shown on schedule page.

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

5. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

St. Louis:	Little Rock:
Union Station Telegraph Office	Passenger Station
Leesperance St. (Yard Office)	Relay Telegraph Office
Ewing Ave. (Diesel Shop)	*Benton
Bismarck	*Malvern
Poplar Bluff:	Gurdon Yard
Telegraph Office	*Hope
Yard Office	Texarkana Yard Office
Newport	Texarkana Diesel Shop
Bald Knob	*Texarkana North Yard Office
North Little Rock:	Valley Junction:
*Service Track	*StLSW Yard Office
Crest Office	*StLSW Roundhouse
Bowl Tower	Dupo Yard Office
Locust St. (Telegraph Office)	Dupo Diesel House
Chester:	*Festus
Telegraph and Yard Office	Bonne Terre
*IllMo:	Rivermines
StLSW Yard Office	Thomure
StLSW Roundhouse	M&I Shops
*Paragould	Bush:
Wynne	Telegraph Office
Pine Bluff	Mechanical Office
McGehee:	Memphis:
Telegraph Office	Sargent Yards
Monroe:	*Diesel Shop
Psgr. Station	*Georgia St.
Yard Office	*North Yard
Alexandria:	El Dorado
Yard Office	Bastrop
Mechanical Office	Ferriday
Passenger Station	Vidalia
*Charleston	Natchez
Pinckneyville:	Helena
Telegraph Office	Cairo
Mechanical Office	Cape Girardeau
	Russellville
	Van Buren
	Cotter

*General Order Books only.

6. INDUSTRIAL LEADS:

	Max. Speed	Max. Wt. Lbs.
Potosi.....	25 MPH	240,000
Holly Grove.....	20 MPH	220,000
Delight.....	20 MPH	220,000
Bastrop (Except as Below).....	30 MPH	220,000
MP 553-9 — 553-26.....	15 MPH
Southern Plaswood.....	10 MPH	220,000
Memphis:		
Leewood Yard to North Yard.....	20 MPH	240,000
Sargent Yard to Federal Compress.....	20 MPH	240,000
Calhoun Ave. to Parkway Yard.....	20 MPH	240,000
North Yard to Huling St.....	20 MPH	220,000
Cushman Spur.....	20 MPH	220,000

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work Equipment or Cars exceeding 263,000 pounds weight must not be handled except as authorized by Superintendent.

Such authority together with any restrictions, must be attached to the waybill. If Speed Restrictions required, Train Order Form X must be issued covering.

On Subdivisions where Maximum Gross Weight that can be handled is less than 263,000, the maximum weight to be handled will be shown on schedule page of that Subdivision, thus (Max. Wt. 220,000 lbs.). Cars exceeding weight shown must not be handled except as authorized by Superintendent.

8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

See Schedule pages:

Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Outside ABS Territory within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

9. SWITCHES:

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

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

9-A. All Remote Control Switches are No. 15, No. 16 or No. 20, except No. 10 are located as follows: (No. 20 equilateral are shown by symbol \emptyset), precurred switches shown by symbol \ominus , 50 MPH thru turnout.

Chester Subdiv.

Chester, South end south siding.

Gorham, North and South end of yard lead.

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

Hoxie Subdiv.

Poplar Bluff MP 165.82, crossover between main tracks.

Hoxie, 3 switches north end siding.

Diaz, Cotter Subdiv. connection.

Bald Knob, crossover between east track and Siding.

Bald Knob, Memphis Subdivision connection.

Little Rock Terminal

NLRock, 3 switches north end departure lead.

NLRock, 3 switches north end receiving yard.

NLRock, crossover between main tracks and 5 switches at Locust Street.

NLRock, south end running track, at north end of Arkansas River Bridge.

Little Rock, entrance to north end Union Depot Yard.

Little Rock, (2) crossovers between main tracks south end Arkansas River Bridge.

Little Rock, 1 crossover within interlocking limits at CRI&P Crossing.

Little Rock, 2 switches at entrance to south end Union Depot Yard

Little Rock Subdiv.

Bauxite, crossover from east track to north end of siding.

Bauxite, south siding switch.

BN Jct. switch to yard.

Gurdon, Gurdon Subdivision connection.

Pine Bluff Subdiv.

North end siding Higgins.

South end siding Hensley.

South end siding Baldwin.

Both ends siding Pine Bluff.

North end siding Grady.

South end siding Pickins.

North end yard McGehee.

Monroe Subdiv.

South end siding Hudspeth.

South end siding Sunshine.

South end siding Bonita.

North end siding Collinston.

North end siding Swartz.

Both ends No. 2 track Monroe.

North end siding Grayson.

South end siding Olla.

North end siding Antonia.

South end siding Tigona.

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

Both ends Almont siding.....	No. 20
North end Dexter Jct. (StLSW).....	No. 16
Scheller.....	No. 15
Scotia south end siding.....	No. 20
North end siding Bosco.....	No. 16

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

Station	Milepost	Pole	Direction
DeSoto Subdiv.			
Poplar Bluff.....	165	13	Trailing
Chester Subdiv.			
Fountain.....	17	24	Trailing
Fuits.....	33	25	Trailing
Pr. DuRocher.....	41	13	Facing
Pr. DuRocher.....	41	29	Trailing
Hoxie Subdiv.			
Beebe.....	312	17	Facing
Jacksonville.....	332	38	Trailing
Little Rock Subdiv.			
Bauxite Jct.....	364	06	Facing
Texarkana.....	489	05	Facing
Texarkana.....	489	39	Trailing
Texarkana.....	490	01	Facing

11. OPERATION OVER FOREIGN LINES:

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

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

11 (a) Foreign Line Employees:

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

11 (b) Operation of Foreign Line Trains over Missouri Pacific Tracks:

Dardanelle and Russellville Railroad trains and engines operate over a portion of main track and on certain yard tracks within yard limits at Russellville, and are governed by Southern District time table, Uniform Code of Operating Rules and General orders.

Before D. & R. trains or engines enter Missouri Pacific main track, permission must be obtained from Operator at Russellville.

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

Camden — Pine Bluff — Texarkana

On all engines approaching crossings inside the city limits, the bell will be rung beginning as locomotive approaches the crossing whistle sign "X" and continuing until the locomotive passes over the crossing, but whistle will not be sounded except as a warning where someone is on or approaching the crossing oblivious to the approach of the train and whose attention can not be attracted by ringing the bell, that is, where absolutely necessary to prevent accident or personal injury, and to comply with rules 14(c), 14(d), 14(e), 14(k), and answer to 14(k).

14. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:

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

2. When engs are moved from mechanical facility to train or vice versa, the controls will be handled from the lead unit when practicable. This will not apply when making short backup movements.

3. BACK-UP MOVEMENTS:

GP units 60-446, 505-33, 935-99 and 1061-1099 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

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

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

4. OPERATING DIESEL ENGINES THROUGH WATER:

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

5. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:

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

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

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

10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

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

14.—Continued

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

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

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

15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

Low Speed: A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 20 miles per hour.

RULE 2. WATCH INSPECTION:

Watches that have been examined and certified to by a designated inspector must be used by employes whose duties are prescribed by and who are examined on the Uniform Code Of Operating Rules or Rules and Regulations for the Maintenance of Way and Structures.

Watch and Certificate must be presented to a designated inspector once each two years for comparison and inspection, at which time certificate will be renewed if watch meets all requirements. Certificate must be retained by employe and presented with watch for examination when requested by an officer.

When watches are found to be 30 seconds or more from standard time, they must be set to correct time.

Rule 11(a) Torpedoes must be placed on the rail 80-feet apart on engineer's side.

That part of operating Rule 11 which reads "Fuses burning red must not be used for hand signals other than stop signals" is cancelled. Fuses burning red may be used to give signals prescribed by Rule 12.

Rule 19 Changed as Follows:

The following signals will be displayed to the rear of every train, as markers to indicate the rear of the train:

- (1) A single electric lamp of prescribed type, or
- (2) Marker lamps, in places provided, or
- (3) Reflectorized markers of prescribed type. (Not authorized in Colorado).

From sunset to sunrise and when day signals cannot be plainly seen, lamps must be lighted showing red to rear.

If a train is not equipped to display markers, a red flag by day or a white light by night will be displayed to indicate the rear of the train.

Rules 19(a) and 19(b) are cancelled.

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

Rule 35: "The following signals will be used by flagman:

- Day Signals: A red flag. Not less than 10 torpedoes and 6 red fuses.
Night Signals: A white, light, not less than 10 torpedoes and 6 red fuses."

15.—Continued

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

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

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

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

"(1) Against opposing trains, when required

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

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

Train orders: Form G and V may be combined.

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

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

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

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

Rule 221(c) is amended as follows:

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

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

Rule 221(d) is changed to read:

"Operators must have the following signal appliances ready for immediate use: 1 red flag, 1 white light, 10 torpedoes, 6 red fuses.

Rule 283(a). **Diverging Approach Medium:**

Aspect — Red over flashing yellow.

Indication — Proceed via diverging route at prescribed speed through turnout, reducing to 35 MPH before reaching next signal.

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

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

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

When diesel engines are left unattended with motors running, throttle must be in "idle" position, transition lever in "off" position, all switches except those for battery, fuel pump and control in "off" position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

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

15.—Continued

Rule 510 is changed as follows:

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

Head brakeman on freight trains will ride in lead unit.

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

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

16. PROTECTION ORDERS:

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

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

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

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

After receiving proceed signal maximum speed may be resumed."

Limits of order must be held to a minimum.

Order may be used both day and night.

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

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

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

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

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

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

Two or more employees constitute a gang.

3. Stop Order (Form X):

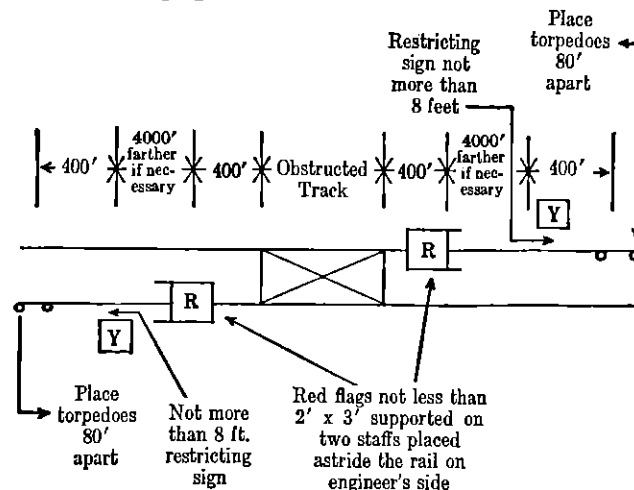
This Form of order may be used to afford protection to workmen without furnishing flag protection. Train order to be in following form:

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

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

16.—Continued

Chart for placing signals is as follows:



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

4. Special Rule — Train Protection

Trains authorized on following Subdivisions —

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

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

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

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

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

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

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

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

TRAIN DISPATCHERS

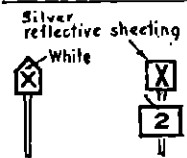
Davidson, David B.
Borchelt, Rudie E.
Allison, H. W.
Mowrey, R. V.
Owens, James G.
Woods, Oran L.
Martin, Dick A.
Henson, Wm. A.
Straub, Eugene F.
Bilkey, Thomas L.
Pinkley, LeRoy
McGregor, W. R.

Hartzell, R. W.
Merritt, Albert C.
Lacaze, D. D.
Cunningham, J. J.
Staalheber, Robert D.
Raney, W. J.
Carver, Chas. W.
Wilson, Wm. L.
Covington, F. M.
Hall, Howard
Laseter, J. E.
Bierman, O. W.



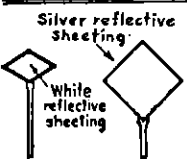
STATION ONE MILE SIGN

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



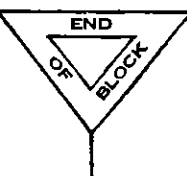
HIGHWAY GRADE CROSSING WHISTLE SIGN

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

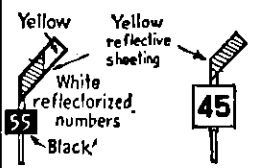


RAILROAD CROSSING-JUNCTION-DRAW BRIDGE

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

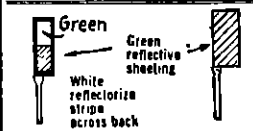


END OF ABS



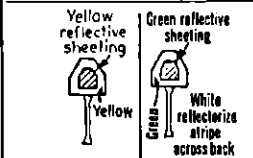
PERMANENT SPEED RESTRICTION SIGN

See Rule 10(h) and Timetable Special Instructions



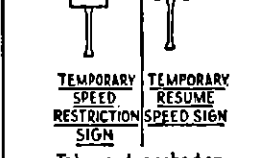
PERMANENT RESUME SPEED SIGN

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



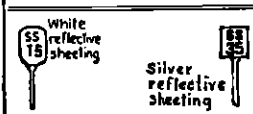
TEMPORARY SPEED RESTRICTION SIGN

See Rule 10(g)



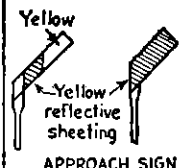
TEMPORARY RESUME SPEED SIGN

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



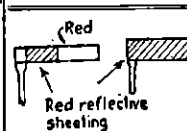
SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



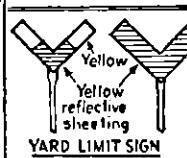
APPROACH SIGN

Proceed prepared to stop before reaching stop sign.



STOP SIGN

At point where stop required



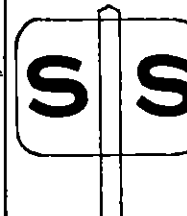
YARD LIMIT SIGN

See Rule 93



SWITCHING LIMIT SIGN

Used to designate Switching Limits



SPRING SWITCH SIGN

Southern District

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

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

SOUTHERN DISTRICT

MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS AND TO TREAT ON-DUTY INJURIES.

DISTRICT MEDICAL OFFICERS

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

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

EMERGENCY STATION — Little Rock

Baptist Hospital
1700 West 13th St.

DIVISION MEDICAL OFFICERS

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

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

LOCAL MEDICAL OFFICERS

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

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

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

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

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

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

Paul Gray, M. D.
477 East Main St.
Batesville, Ark.

Ed. G. Hopkins, M. D.
M. C. Edds, M. D.
11th & Chestnut
Van Buren, Ark.

Wesley J. Ketz, M. D.
P. O. Box 960
Batesville, Ark.

John Grasse Jr., M. D.
Calico Rock, Ark.

Bob L. Slaughter, M. D.
C. C. Evans, M. D.
423 East Main
Batesville, Ark.

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

LOCAL MEDICAL OFFICERS

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

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

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

P. M. Blasson, M. D.
Hurst, Ill.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Southern District