Company Surgeons	Location
T. L. HANSEN, Chief Surgeon, La Salle St. Station	
J. M. L. JENSEN, Asst. Chief Surgeon, La Salle St. Station	Chicago
R. M. EUBANKS, Dist. and Hos. Surgeon and Examiner	
ROBT. CALDWELL, Division Oculist, Aurist and Examiner	Little Rock
W. S. ANDERSON	Memphis, Tenn.
A. C. LEWIS, Oculist-Aurist	
D. A. WINTER	Widener, Ark.
J. O. RUSH	Forrest City
H. L. McCLENDON	Palestine
E. D. McKNIGHT	
C. H. McKNIGHT	Brinkley
W. H. CROCKETT	Biscoe
JAS. PARKER, Consulting	DeValls Bluff
W. M. PARKER, Substitute	
J. R. LYNN	Hazen
E. A. CALLAHAN	Carlisle
F. A. CORN	
T. E. BENTON	Lonoke
J. F. BREWER	Kerr
J. F. GILLIAM	Des Arc
SAM J. ALLBRIGHT	Searcy
E. B. SWINDLER	Stuttgart
E. H. McCRAY	Malvern
W. G. HODGES	
E. A. BUCKLEY	Bauxite
DEWELL GANN, Consulting	Benton
LEONARD R. ELLIS	Hot Springs
LOUIS G. MARTIN, Assistant	
M. TAYLOR	Sparkman
R. A. JONES	Perry
J. T. POOL	Ola
ROBT. COWGER	Danville
S. P. McCONNELL	Booneville
B. V. POWELL	Camden
W. P. WARD	Fordyce
W. B. REASONS	Hermitage
C. E. SPIVEY	Crossett
W. F. GINN	Calion
J. B. WHARTON, F. L. IRBY, J. G. MITCHELL — Div. Surgeons, Examiners, Oculists	El Dorado, Ark.
C. C. COLVIN	Bernice, La.
S. L. WHITE	Ruston, La.
C. S. McDONALD	Jonesboro, Ark.
R. C. FITZ	Winnfield, La.
J. H. LANDRUM	Alexandria, La.
B. H. TEXADA, Asst. Div. Surgeon	
E. R. GANDY	
B. C. BLAKE	LeCompte, La.
FRANK SAVOY	Mamou, La.
C. W. LEWIS	Eunice, La.

Official Hospitals

Name	Place—Office Location	Telephones
Baptist State Hospital	Little Rock, Ark., 1720 W. 13th St.	4-0938
Warner-Brown Hospital	El Dorado, Ark., Oak St.	Main 560

Emergency Hospitals

Name	Place
Baptist Hospital	Alexandria, La.
Eunice Sanitarium	Eunice, La.
Magnolia Hospital	Brinkley, Ark.

C. E. MEKOTA, General Claim Agent, Chicago, Ill.

C. G. ADAMS,
Superintendent

C. L. BAKKE,
General Superintendent

B. H. SMITH,
Sup't. Motive Power

J. R. PICKERING,
Sup't. Transportation

G. P. TRACHTA,
Ass't Chief Operating Officer
(Mechanical)

J. D. FARRINGTON,
Chief Operating Officer

2000—5-11-41

Chicago, Rock Island & Pacific Railway

TIME TABLE

ARKANSAS DIVISION

THIRD DISTRICT

No. 2

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

SUNDAY, MAY 11, 1941

DESTROY ALL TIME TABLES OF PREVIOUS DATE

PREVENT INJURY

Rock Island

SAFETY FIRST

This Time Table for the exclusive use and guidance of Employes

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

Main Line Westward

SUBDIVISION 52
STATIONS
Time Table No. 2
May 11, 1941

	LEAVE	MP from Memphis	Office Hours Week Days *Sundays and Holidays From	To	FIRST CLASS 605 Cotton Belt Passenger No. 5 Daily	45 Hot Springs Limited Daily	51 Rocket Daily	601 Cotton Belt Passenger No. 1 Daily	111 Memphis Californian Daily	SECOND CLASS 627 Cotton Belt Freight 27 Daily	993 Brown Streak Daily	625 Cotton Belt Freight 25 Daily	991 California Oklahoma Louisiana G&R Ball Daily
FO	MEMPHIS, TENN. (See T. T. Rule 16)		Continuous.		A.M. *8.10*	A.M. *8.30*	P.M. *8.30*	P.M. *9.15*	P.M. *10.30*	A.M. *6.30*	A.M. *9.30*	P.M. *7.00*	P.M. *9.30*
	3.4												
	SL-SF Crossing	3.4											
	0.7												
	BRIDGE JCT., ARK.	3.4			*8.16*	*8.37*	*8.38*	*9.22*	*10.38*	*6.55*	*9.40*	*7.20*	*9.40*
BR	BRIARK TO	4.1	Continuous.		*8.18*	*8.39*	*8.40*	*9.24*	*10.40*	*6.57* 112	*9.42* 52	*7.24* 606	*9.42*
	4.0												
CTC	WIMEF	8.1											
	1.3												
YD	HULBERT TO	9.4	8:30 a.m.	5:30 p.m.	8.25	8.45	8.45	9.30	f10.47	7.07	10.00	7.35	9.55
	4.3												
	MOUNDS	13.7			8.30	8.49	8.49	9.35	f10.53	7.15	10.07	7.43	10.02
	2.5												
	EDMONDSON	16.2			8.33	8.52		9.38	f10.57	7.19	10.12	7.47	10.06
	3.5												
	PROCTOR	19.7			8.38	8.57	8.55	9.43	f11.02	7.25	10.18	7.53	10.12
	7.2												
Z	HETH TO	26.9	6:00 a.m.	3:00 p.m.	8.47	9.05	9.03	9.51	f11.12	7.35	10.28	8.03	10.22
	5.4												
	BLACKFISH	32.3			8.55	**9.12** 52	9.09	9.58	f11.22	7.45	10.38	8.13	10.32
	6.2												
	WIDENER	38.5			**9.02** 52	9.18	9.16	10.04	f11.30	7.54	10.47	8.23	10.41
	2.2												
MA	MADISON TO	40.7	6:00 a.m.	3:00 p.m.	9.05	9.21	9.18	10.07	f11.33	7.58	10.51	8.27	10.45
	4.1												
FC	FORREST CITY TO	44.8	Continuous.		9.09	s 9.25	s 9.22	10.11	s11.37	8.05	11.02	8.35	10.52
	MoPac Crossing	44.8											
	3.0												
	REDFERN	47.8			9.13	9.31	9.28	10.16	f11.45	8.10	11.08	8.42	10.58
	4.0												
	PALESTINE	51.8			9.17	9.35	9.32	10.20	f11.49	8.15	11.14	8.47	11.03
	7.2												
	GOODWIN	59.0			9.25	9.42	9.38	10.26	f11.57 P.M.	**8.37** 52	11.25	8.59	11.13
	5.5												
WY	WHEATLEY TO	64.5	7:30 a.m.	4:30 p.m.	9.31	9.48	9.43	10.31	f12.03 A.M.	8.48	**11.45** A.M. 992	9.10	11.20
	M&A Crossing UX	64.5	*11:45 a.m.	1:45 p.m.									
	4.0												
	COTTON BELT JUNCTION	68.5			9.35 A.M.	9.52	9.47	10.35 P.M.	12.08	9.00 A.M.		9.30 P.M.	
	0.7												
	CRI&P Crossing UX	69.2											
	StLSW Crossing UX	69.2											
B	BRINKLEY TO	69.2	Continuous.			s10.00	s 9.51		s12.20		12.45 P.M.		11.40
	5.1												
	EDEN	74.3				10.06	9.56		f12.26		12.55		11.47
	8.0												
BS	BISCOE TO	82.3	7:00 a.m.	4:00 p.m.		**10.15** 992	10.03		f12.36		1.07		11.58 P.M.
	4.0												
DV	DEVALLS BLUFF TO	86.3	8:30 p.m.	5:30 a.m.		10.20	10.08		s12.42				
	2.0												
	MESA	88.3				10.23	10.11		f12.45		1.17		12.08 A.M.
	5.0												
HA	HAZEN TO	93.3	8:30 a.m.	5:30 p.m.		10.28	10.15		s12.51		1.25		12.15
	5.1												
	SCREETON	98.4				10.33	10.19		f 1.02		1.33		12.22
	4.4												
NE	CARLISLE TO	102.8	8:00 a.m.	5:00 p.m.		g10.37	10.23		s 1.10		1.40		12.28
	2.9												
	McCREANOR	105.7				10.40			1.13		1.43		12.31
	5.8												
KO	LONOKE TO	111.5	8:15 a.m.	5:15 p.m.		10.46	10.30		s **1.20** 994		1.52		12.38
	5.5												
	METO	117.0				10.52	10.35		f 1.29		2.00		12.45
	7.6												
	GALLOWAY	124.6				11.00	10.41		f 1.37		2.12		**12.55** 994
	5.0												
	TIE PLANT	129.6				11.05	10.46		f 1.42		2.20		1.05
	0.9												
	StLSW Crossing UX	130.5											
	1.4												
CTC	NORTH LITTLE ROCK	131.9				11.10	10.49		f 1.46		2.27		1.10
	0.9												
UX	MoPac Crossing TO	132.8	Continuous.										
	0.1												
RK	LITTLE ROCK TO (Two Main Tracks)	132.9	Continuous.			11.15 A.M.	10.53 P.M.		1.55 A.M.		2.45		1.15
	2.3												
JC	BIDDLE TO (Two Main Tracks)	135.2	Continuous.								3.30 P.M.		2.30 A.M.
	AVERAGE SPEED PER HOUR				48.4	48.3	55.8	51.4	38.9	27.4	22.5	27.4	27.0
	SCHEDULE TIME				1.25	2.45	2.23	1.20	3.25	2.30	6.00	2.30	5.00

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.
TIME TABLE RULE 14a IN EFFECT BETWEEN LITTLE ROCK AND BRINKLEY

Local extra leaves Memphis 9:00 A. M. Monday, Wednesday and Friday for Brinkley.

Local extra leaves Brinkley 3:00 P. M. daily, except Sunday, for Mesa.
Local extra leaves Mesa 11:15 A. M. Tuesday, Thursday and Saturday for Biddle.

Main Line Eastward

SUBDIVISION 52 STATIONS Time Table No. 2 May 11, 1941	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS 602 Cotton Belt Passenger No. 2	112 Memphis-Californian	52 Rocket	50 Hot Springs Panama Limited	606 Cotton Belt Passenger No. 6	SECOND CLASS 994 Brown Streak	626 Cotton Belt Freight 26	992 California Memphis Gold Ball Freight	628 Cotton Belt Freight 28
UD MEMPHIS, TENN. TO (See T. T. Rule 16)	x 0	.....	Yard	RFWY	A.M. 7.00	A.M. 7.15	A.M. 9.55	P.M. 7.30	P.M. 7.40	A.M. 6.00	A.M. 7.00	P.M. 4.00	P.M. 5.30
3.4													
SL-SF Crossing													
0.7													
BRIDGE JCT., ARK.	x 4	.....	.....	.....	6.30	6.59	9.44	7.16	7.26	5.05	6.24	1.55	5.12
BR CTC BRIARK TO	.....	.....	.....	RYd	6.28	627 6.57	993 9.42	7.14	625 7.24	5.00	6.22	1.50	5.09
4.0													
WIMEF	.....	.....	.....	.....									
1.3													
YD CTC HULBERT TO	x 9	65	250	Yd	6.20	f 6.50	9.36	g 7.07	7.17	4.45	6.12	1.35	4.58
4.3													
MOUNDS	x 13	115	.....	.....	6.15	f 6.43	9.32	g 7.02	7.12	4.35	6.05	1.22	4.50
2.5													
EDMONDSON	x 16	.....	17	.....	6.10	f 6.38	9.29	g 6.59	7.09	4.31	6.00	1.17	4.45
3.5													
PROCTOR	x 20	91	17	.....	6.05	f 6.32	9.26	g 6.55	7.05	4.25	5.55	1.12	4.37
7.2													
Z HETH TO	x 27	100	50	W	5.56	f 6.21	9.19	g 6.46	6.56	4.14	5.45	1.00	4.23
5.4							45						
BLACKFISH	x 32	53	.....	.....	5.48	f 6.10	**9.12**	g 6.39	6.49	4.05	5.35	12.50	4.12
6.2							605						
WIDENER	x 38	88	20	.....	5.40	f 5.59	**9.02**	g 6.32	6.42	3.55	5.25	12.40	3.59
2.2													
MA MADISON TO	x 41	55	81	.....	5.37	f 5.54	8.58	g 6.29	6.39	3.51	5.21	12.35	3.55
4.1													
FC FORREST CITY TO	x 45	80	206	WYd	5.30	s 5.47	s 8.53	s 6.24	6.34	3.45	5.15	12.25	3.47
MoPac Crossing													
3.0													
REDFERN	x 47	100	.....	.....	5.25	f 5.40	8.48	g 6.18	6.28	3.35	5.08	12.13 P.M.	3.42
4.0													
PALESTINE	x 52	90	30	.....	5.21	f 5.36	8.44	g 6.14	6.24	3.29	5.03	12.07 A.M.	3.34
7.2							627						
GOODWIN	x 59	101	19	.....	5.12	f 5.25	**8.37**	g 6.06	6.16	3.18	4.52	11.55	3.20
5.5												993	
WY WHEATLEY TO	x 64	102	36	.....	5.06	f 5.17	8.32	g 6.00	6.10	3.10	4.45	**11.45**	3.08
M&A Crossing UX													
4.0													
COTTON BELT JUNCTION	.....	.....	.....	Yd	5.00 A.M.	5.10	8.28	5.55	6.05 P.M.		4.35 A.M.		3.00 P.M.
0.7													
CRI&P Crossing UX													
StLSW Crossing UX													
B BRINKLEY TO	x 69	W100 E 96	106	RFWYYd		s 5.02	s 8.26	s 5.53		2.55		11.25	
5.1													
EDEN	x 74	78	9	.....		f 4.50	8.20	g 5.43		2.27		10.30	
8.0												45	
BS BISCOE TO	x 83	90	43	.....		f 4.39	8.13	g 5.36		2.15		**10.15**	
4.0													
DV DEVALLS BLUFF TO	x 86	.....	86	.....		s 4.33	8.08						
2.0													
MESA	x 88	98	47	FWYYd		f 4.28	8.05	g 5.29		2.03		9.54	
5.0													
HA HAZEN TO	x 93	90	59	.....		s 4.23	8.01	g 5.24		1.57		9.46	
5.1													
SCREETON	x 98	90	18	.....		f 4.15	7.56	g 5.19		1.50		9.38	
4.4													
NE CARLISLE TO	x 103	90	68	WYd		s 4.07	7.52	g 5.15		1.44		9.30	
2.9													
McCREANOR	x 106	59	.....	.....		4.04	7.49	g 5.13		1.40		9.25	
5.8										111			
KO LONOKE TO	x 111	55	137	.....		s 3.57	7.43	g 5.08		**1.20**		9.15	
5.5													
METO	x 117	65	.....	.....		f 3.49	7.38	g 5.03		1.05		9.07	
7.6										991			
GALLOWAY	x 124	100	15	.....		f 3.42	7.31	g 4.56		**12.55**		8.54	
5.0													
TIE PLANT	x 129	65	.....	Yd		f 3.37	7.26	g 4.51		12.48		8.47	
0.9													
StLSW Crossing UX	x 130	.....	.....	.....									
1.4													
NORTH LITTLE ROCK CTC	x 132	62	Yard	Yd		f 3.33	7.22	g 4.48		12.43		8.42	
0.9													
UX MoPac Crossing TO	.....	.....	.....	.....									
0.1													
RK LITTLE ROCK TO (Two Main Tracks)	x 133	38	Yard	RWYd		3.30 A.M.	7.20 A.M.	4.45 P.M.		12.40		8.40	
2.3													
JC BIDDLE TO	x 136	175	Yard	RFWTYd						12.30 A.M.		8.30 A.M.	
135.2													
LEAVE					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
AVERAGE SPEED PER HOUR					33.3	31.0	51.4	48.3	43.3	24.6	28.3	18.0	27.4
SCHEDULE TIME					2.00	3.45	2.35	2.45	1.35	5.30	2.25	7.30	2.30

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.
TIME TABLE RULE 14a IN EFFECT BETWEEN LITTLE ROCK AND BRINKLEY

Local extra leaves Biddle 11:00 A. M. Monday, Wednesday and Friday for Mesa.
Local extra leaves Mesa 7:45 P. M. daily, except Sunday for Brinkley.
Local extra leaves Brinkley 6:15 A. M. Tuesday, Thursday and Saturday for Memphis.

Main Line Westward

SUBDIVISION 51 STATIONS Time Table No. 2 May 11, 1941			FIRST CLASS						SECOND CLASS				
			111	631	45	51			991	993			
			Memphis-Californian	Passenger	Hot Springs Limited	Rocket			California Oklahoma Louisiana G&R Ball	Brown Streak			
LEAVE	M. P. from Memphis	Office Hours Week Days *Sundays and Holidays From To	Daily	Daily	Daily	Daily			Daily	Daily			
RK.....LITTLE ROCK.... Two Main Tracks .TO	132.9	Continuous.	A.M. 2.10	A.M. 9.00	A.M. 11.25	P.M. 10.55							
2.3									— A.M. —	— P.M. —			
JC...ctc .....BIDDLE..... Two Main Tracks .TO	135.2	Continuous.	2.16	9.05	11.30	11.00			4.00	5.00			
1.2													
.....ctc ...HOT SPRINGS JCT.....	136.4	.....	2.18	9.07 — A.M. —	11.32 — A.M. —	**11.02** — 994 —			4.05	5.05			
3.5													
.....MoPac Crossing.....	139.9	.....											
1.8													
.....PULASKI.....	141.7	.....	f 2.27			11.11			4.20	5.20			
8.7													
.....MAUMELLE.....	150.4	.....	f **2.40** — 112 —			11.24			4.36	5.38			
2.5													
.....PINNACLE.....	152.9	.....	f 2.45			11.28			4.41	5.43			
3.0													
.....NATURAL STEPS.....	155.9	.....	f 2.50			11.33			4.47	5.49			
3.6													
.....ROLAND.....	159.5	.....	f 2.56			11.38			4.53	5.55			
7.4													
.....LEDWIDGE.....	166.9	.....	f 3.08			11.50							
3.0													
.....KENNEY.....	169.9	.....	f 3.15			11.55			5.10	**6.15** — 992 —			
2.2													
VN.....BIGELOW.....TO	172.1	8:15 a.m. 5:15 p.m. 10:00 p.m. 6:00 a.m.	f 3.20			11.59 P.M.			5.14	6.25			
4.5													
.....HOUSTON.....	176.6	.....	f 3.29			12.06 — A.M. —			5.22	6.35			
2.0													
.....COPPERAS GAP.....	178.6	.....	3.33			12.09			5.27	6.41			
5.2													
RY.....PERRY.....TO	183.8	7:15 a.m. 4:15 p.m.	f 3.43			12.17			**5.54** — 52 —	6.52			
5.9													
.....ADONA.....	189.7	.....	f 3.52			12.23			6.10	7.02			
4.6													
.....HOMEWOOD.....	194.3	.....	f 4.00			12.28			6.19	7.12			
4.1													
.....CASA.....	198.4	.....	f 4.07			12.33			6.26	7.20			
5.1													
.....BIRTA.....	203.5	.....	f 4.14			12.39			6.35	7.30			
4.9													
AO.....OLA.....TO	208.4	8:00 a.m. 5:00 p.m. 10:00 p.m. 6:00 a.m.	s 4.27			12.44			6.45	7.45			
5.4													
.....MICKLES.....	213.8	.....	f 4.34			**12.50** — 112 —			6.53	**8.05** — 994 —			
5.6													
DA.....DANVILLE.....TO	219.4	8:00 a.m. 5:00 p.m.	f 4.44			12.58			7.01	8.17			
4.4													
UN.....BELLEVILLE.....TO	223.8	8:30 a.m. 5:30 p.m.	f 4.53			1.03			7.08	8.26			
4.9													
.....HAVANA.....	228.7	.....	f **5.03** — 52 —			1.09			7.15	8.34			
5.8													
.....WAVELAND.....	234.5	.....	f 5.13			1.17			7.27	8.47			
4.9													
.....BLUE MOUNTAIN.....	239.4	.....	f 5.23			1.24			7.39	8.59			
5.7													
.....MAGAZINE.....	245.1	.....	f 5.33			1.32			7.50	9.10			
6.7													
BO.....BOONEVILLE.....TO	251.8	Continuous.	5.50 A.M.			1.42 A.M.			8.30 A.M.	10.00 P.M.			
118.9													
.....AVERAGE SPEED PER HOUR.....			**32.4**	**30.0**	**30.0**	**42.7**			**25.9**	**23.3**			
.....SCHEDULE TIME.....			**3.40**	**0.07**	**0.07**	**2.47**			**4.30**	**5.00**			

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Biddle 6:40 A. M. Monday, Wednesday and Friday for Booneville.

Main Line Eastward

SUBDIVISION 51 STATIONS Time Table No. 2 May 11, 1941	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	Signs	FIRST CLASS 52 Rocket	632 Passenger	50 Hot Springs Panama Limited	112 Memphis-Californian	SECOND CLASS 992 California-Memphis Gold Ball Freight	994 Brown Streak
RK.....LITTLE ROCK.... Two Main Tracks .TO	x 133	38	Yard	RWYd	A.M. 7.18	P.M. 4.00	P.M. 4.35	A.M. 3.15	— P.M. —	— P.M. —
2.3										
JC... CTC .....BIDDLE..... Two Main Tracks .TO	x 136	175	Yard	RFWTYd	7.10	3.47	4.29	3.04	8.30	11.30
1.2										51
..... CTC ...HOT SPRINGS JCT.....	.....	.....	.....	YYd	7.08	3.45	4.27	3.02	7.40	**11.02**
3.5						— P.M. —	— P.M. —			
.....MoPac Crossing.....	x 140	.....	.....	Yd						
1.8										
.....PULASKI.....	x 142	56	11	Yd	6.59			f 2.53	7.17	10.22
8.7								— 111 —		
.....MAUMELLE.....	x 150	36	12	.....	6.47			f **2.40**	6.54	10.04
2.5										
.....PINNACLE.....	x 153	79	14	W	6.43			f 2.33	6.48	9.59
3.0										
.....NATURAL STEPS.....	x 156	34	.....	.....	6.38			f 2.28	6.41	9.53
3.6										
.....ROLAND.....	x 159	34	29	.....	6.33			f 2.22	6.34	9.47
7.4										
.....LEDWIDGE.....	x 167	.....	16	.....	6.21			f 2.09		
3.0									— 993 —	
.....KENNEY.....	x 170	41	.....	.....	6.15			f 2.03	**6.15**	9.23
2.2										
VN.....BIGELOW.....TO	x 172	55	16	.....	6.11			f 1.59	6.03	9.19
4.5										
.....HOUSTON.....	x 177	34	26	.....	6.05			f 1.51	5.53	9.11
2.0										
.....COPPERAS GAP.....	x 178	41	.....	.....	6.02			1.46	5.49	9.07
5.2					— 991 —					
RY.....PERRY.....TO	x 184	54	62	W	**5.54**			f 1.38	5.38	8.56
5.9										
.....ADONA.....	x 190	31	.....	.....	5.48			f 1.28	5.25	8.46
4.6										
.....HOMEWOOD.....	x 194	90	.....	.....	5.43			f 1.21	5.15	8.39
4.1										
.....CASA.....	x 198	34	29	.....	5.39			f 1.16	5.06	8.32
5.1										
.....BIRTA.....	x 203	56	13	.....	5.34			f 1.08	4.55	8.24
4.9										
AO.....OLA.....TO	x 209	76	41	W	5.29			s 1.02	4.45	8.15
5.4								— 51 —		— 993 —
.....MICKLES.....	x 214	41	.....	.....	5.22			f**12.50**	4.34	**8.05**
5.6										
DA.....DANVILLE.....TO	x 219	38	51	.....	5.16			f12.39	4.22	7.56
4.4										
UN.....BELLEVILLE.....TO	x 224	.....	24	.....	5.12			f12.30	4.12	7.48
4.9					— 111 —					
.....HAVANA.....	x 229	32	21	.....	**5.03**			f12.21	4.02	7.40
5.8										
.....WAVELAND.....	x 234	78	17	W	4.55			f12.12	3.49	7.30
4.9								— A.M. —		
.....BLUE MOUNTAIN.....	x 239	71	16	.....	4.48			f12.02	3.39	7.22
5.7								— P.M. —		
.....MAGAZINE.....	x 245	34	21	.....	4.41			f11.52	3.25	7.11
6.7										
BO.....BOONEVILLE.....TO	x 252	34	Yard	RFWYYd	4.32 A.M.			11.40 P.M.	3.10 P.M.	7.00 P.M.
118.9										
LEAVE					Daily	Daily	Daily	Daily	Daily	Daily
.....AVERAGE SPEED PER HOUR.....					**43.0**	**14.0**	**28.3**	**33.2**	**21.9**	**25.9**
....f.....SCHEDULE TIME.....					**2.46**	**0.15**	**0.08**	**3.35**	**5.20**	**4.30**

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.
SECOND CLASS AND EXTRA TRAINS MUST CLEAR THE TIME OF No. 51 AND No. 52 NOT LESS THAN 15 MINUTES.
TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Booneville 6:30 A. M. Tuesday, Thursday and Saturday for Biddle.

Westward — Hot Springs Branch — Eastward

SECOND CLASS			FIRST CLASS			SUBDIVISION 51a STATIONS Time Table No. 2 May 11, 1941					FIRST CLASS		SECOND CLASS		
697	687	93	631	45	Station Numbers	LEAVE	M. P. from Hot Springs Junction	Capacity of Sidings	Capacity of Other Tracks	Signs	632	50	94	698	688
Mixed	Mixed	Arkansas Louisiana Red Ball Freight	Passenger	Hot Springs Limited							Passenger	Hot Springs Panama Limited	Louisiana Arkansas Red Ball Freight	Mixed	Mixed
Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily											
		P.M. 7.30	A.M. 9.05	A.M. 11.30	z 136	JC CTC BIDDLE TO	1.2	175	Yard	RFWT Yd	P.M. 3.47	P.M. 4.29	A.M. 5.00		
		7.35	9.07	11.32	.....	CTC HOT SPRINGS JCT.	0.0	.....	.....	YYd	3.45	4.27	4.20		
		7.48	9.15	11.39	zf142	BRITTAIN	4.9	56	.....	.....	3.37	4.20	4.08		
		8.02	f 9.25	11.48	zf148	VIMY RIDGE	6.6	57	8	.....	f 3.26	4.12	3.58		
		8.15	s 9.36	g11.57 A.M.	zf155	BI BAUXITE TO	7.3	64	5	.....	s 3.15	g 4.03	3.45		
					.....	MoPac Crossing UX	3.3	.....	.....	.....					
		8.25	s 9.46	g12.04 P.M.	zf159	N BENTON TO	1.0	82	102	.....	s 3.07	g 3.56	3.27	A.M.	
A.M. 3.00		8.35 P.M.	9.55 A.M.	g12.10	zf164	SK HASKELL TO	4.3	88	155	RFWY Yd	2.59 P.M.	g 3.50	3.15 A.M.	11.59	
					.....	MoPac Crossing	0.3	.....	.....	.....					
f 3.15	A.M.			f12.16	zf167	FRANCWAY	3.4	28	.....	.....		f 3.45		f11.40	A.M.
3.50 A.M.	4.00			f12.29	zf176	BUTTERFIELD	8.9	27	53	RYYd		f 3.33		11.10 A.M.	7.00
				f12.35	zf180	COVE CREEK	3.9	.....	12	.....		f 3.27			
	f 4.30			f12.43	zf184	PRICE	4.2	17	.....	.....		f 3.20			f 6.05
				f12.48	zf187	LAKE CATHERINE	2.6	17	.....	.....		f 3.16			
	5.00 A.M.			1.05 P.M.	zf193	HD HOT SPRINGS TO	6.3 58.2	9	171	RWYYd		3.05 P.M.			5.30 A.M.
						LEAVE					Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
15.1	17.0	26.4	34.3	36.8		AVERAGE SPEED PER HOUR					35.8	41.6	16.3	15.4	11.8
0.50	1.00	1.05	0.50	1.35		SCHEDULE TIME					0.48	1.24	1.45	0.49	1.30

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD, EXCEPT No. 687 IS SUPERIOR TO No. 688.
TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Biddle 5:00 A. M. daily, except Sunday for Hot Springs.
Local extra leaves Biddle 9:30 A. M. daily, except Sunday for Haskell.
Local extra leaves Haskell 4:00 P. M. daily, except Sunday for Biddle.

Operators hours of service:
Biddle—Continuous.
Bauxite—8:00 A. M.-5:00 P. M., except Sunday.
Benton—7:30 A. M.-4:30 P. M., except Sunday.
Haskell—8:30 A. M.-5:30 P. M., except Sunday.
Hot Springs—7:30 A. M.-4:30 P. M., except Sunday.
Sunday—12:45 P. M.-3:15 P. M.

Southward — Camden Branch — Northward

SECOND CLASS

689	697	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	SUBDIVISION 51c STATIONS Time Table No. 2 May 11, 1941 LEAVE	Office Hours Week Days *Sundays and Holidays From To	M. P. from Butterfield	Signs	698	690
Mixed	Mixed								Mixed	Mixed
Daily Except Sunday	Daily Except Sunday									
A.M. 7.00	A.M. 11.00	zf 176	53	26	BUTTERFIELD		0.0	RYYd	A.M. 10.15	A.M. 10.40
					5.0					
7.20 A.M.	s11.30 A.M.	zg 181	62	37	MR MALVERN TO	Continuous.	5.0	RWYYd	s 9.45	10.20 A.M.
					0.5					
		.....	.....	.....	ABCo Crossing UX		5.5	.....		
					0.1					
		zg 182	22	.....	MoPac Crossing UX		5.6	.....		
					8.2					
	f12.01 P.M.	zg 190	.....	50	LANDERS		13.8	.....	f 9.03	
					9.8					
	f12.30	zg 200	.....	56	WILLOW		23.6	W	f 8.25	
					8.2					
	s12.55	zg 208	29	.....	MANNING		31.8	.....	s 8.00	
					8.3					
	s 1.25	zg 216	16	57	RA SPARKMAN TO	6:30 a.m. 3:30 p.m.	40.1	W	s 7.30	
					4.5					
	f 1.40	zg 220	9	.....	OUACHITA		44.6	.....	f 7.10	
					4.0					
	f 1.55	zg 224	16	.....	SMEAD		48.6	.....	f 6.55	
					4.3					
	f 2.10	zg 230	.....	56	AMY		52.9	.....	f 6.40	
					5.9					
		.....	.....	.....	StLSW Crossing UX		58.8	.....		
					1.7					
	s 2.30	zg 237	15	.....	K KENT TO	12:30 p.m. 8:30 p.m.	60.5	R	s 6.15	
					0.0					
		.....	.....	.....	STLSW CONNECTION (See T. T. Rule No. 16a-c)		60.5	.....		
					2.7					
	2.45 P.M.	zg 240	59	.....	CD CAMDEN TO	Continuous.	63.2	RFWT	6.00 A.M.	
					63.2					
					LEAVE				Daily Except Sunday	Daily Except Sunday
15.0	16.9				AVERAGE SPEED PER HOUR				14.9	15.0
0.20	3.45				SCHEDULE TIME				4.15	0.20

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 689 IS SUPERIOR TO Nos. 698 AND 690.
TIME TABLE RULE No. 14 IN EFFECT.

Southward — Main Line — Northward

SECOND CLASS	FIRST CLASS					SUBDIVISION 53 STATIONS Time Table No. 2 May 11, 1941	Office Hours Week Days *Sundays and Holidays			FIRST CLASS	SECOND CLASS
93	631	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	LEAVE	From To	M. P. from Haskell	Signs	632	94
Arkansas Louisiana Red Ball Freight	Passenger								Passenger	Louisiana Arkansas Red Ball Freight
Daily	Daily									
P.M. 8·50	A.M. 9·55	sf 164	125	88	**SK**.....**HASKELL**.....TO	8:30 a.m. 5:30 p.m.	0.0	RWYYd	P.M. 2·59	A.M. 2·55
					8.9					
9·05	f10·09	zn 172	16	57	.....**FENTER**.....		8.9	.....	f 2·45	2·39
					3.5					
	s10·15	zn 176	12	.....	.....**POYEN**.....		12.4	.....	s 2·39	
					1.8					
9·11	10·18	zn 178	.....	17	.....**LENHAM**.....		14.2	.....	2·36	2·28
					3.9					
9·17	f10·23	zn 182	.....	56	.....**THIEL**.....		18.1	.....	2·31	2·20
					5.3					
9·25	s10·31	zn 187	47	55	**OA**.....**LEOLA**.....TO	7:00 a.m. 4:00 p.m.	23.4	W	s 2·23	2·10
					7.0					
9·37	s10·42	zn 194	33	55	.....**CARTHAGE**.....		30.4	.....	s 2·11	1·55
					6.1					
9·47	f10·52	zn 200	.....	56	.....**BUNN**.....		36.5	.....	f 2·01	1·45
					7.4					
9·58	f11·03	zn 207	22	56	.....**IVAN**.....		43.9	.....	f 1·50	1·30
					7.0					
10·25	s11·12	zn 214	231	43	.....**FORDYCE**.....		50.9	WYd	s 1·40	1·15
					0.1					
		.....	.....	.....	**FY**.....**StLSWRy Crossing**.....TO	Continuous.	51.0	.....		
					5.9					
10·40	f11·24	zn 219	6	58	.....**LINDALE**.....		56.9	.....	f 1·30	12·30
					3.6					
10·46	11·29	zn 224	.....	20	.....**LEVIT**.....		60.5	.....	1·25	12·20
					4.1					
11·10	s11·36	zn 228	168	56	**NS**.....**TINSMAN**.....TO	7:30 a.m. 4:30 p.m. *10:30 a.m. 1:30 p.m.	64.6	RFWY Yd	s 1·18	A.M. 12·05
					6.3					
	11·48	zn 233	56	.....	.....**CRAM**.....		70.9	.....	1·07	
					2.7					P.M. 93
11·35	s11·53	zn 237	43	100	**HR**.....**HARRELL**.....TO	7:00 a.m. 4:00 p.m.	73.6	.....	s 1·02	11·35
94	A.M.				8.5					
11·50	f12·05	zn 246	26	85	.....**ARTESIAN**.....		82.1	W	f12·49	11·15
P.M.	P.M.				6.9					
12·10	s12·16	zn 252	104	56	**KN**.....**CALION**.....TO	8:00 a.m. 5:00 p.m.	89.0	.....	s12·38	11·00
A.M.					6.6				631	
12·25	**12·27**	zn 258	.....	54	.....**HERMA**.....		95.6	.....	**12·27**	10·45
	632				4.8					
1·15 A.M.	12·37	zn 264	1520	.....	.....**EL DORADO YARD**.....		100.4	FWTY Yd	12·14	10·30 P.M.
					0.4					
	12·40 P.M.	zn 264	69	56	**DO**.....**EL DORADO**.....TO 100.8	8:30 a.m. 4:30 p.m. 4:30 p.m. 12:30 a.m.	100.8	RYd	12·12 P.M.	
					LEAVE				Daily	Daily
22·7	**36·7**				.....**AVERAGE SPEED PER HOUR**.....				**36·2**	**22·8**
4·25	**2·45**				.....**SCHEDULE TIME**.....				**2·47**	**4·25**

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

TIME TABLE RULE 14a IN EFFECT.

Local extra leaves Haskell 10:30 A. M. daily, except Sunday for El Dorado.

Local extra leaves El Dorado 7:30 A. M. daily, except Sunday for Haskell.

Southward — Main Line — Northward

SUBDIVISION 54

STATIONS

Time Table No. 2

May 11, 1941

SECOND CLASS	FIRST CLASS								FIRST CLASS	SECOND CLASS
93	631	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	LEAVE	Office Hours Week Days *Sundays and Holidays From To	M. P. from Haskell	Signs	632	94
Arkansas Louisiana Red Ball Freight	Passenger								Passenger	Louisiana Arkansas Red Ball Freight
Daily	Daily									
	P.M. 12.55	zn 264	69	.....	DO.....EL DORADO.....TO	8:30 a.m. 4:30 p.m.; 4:30 p.m. 12:30 a.m.	100.9	RYd	A.M. 11.57	
A.M.					0.3					P.M.
2.15	12.57	zn 264	1520	.....	.....EL DORADO YARD.....	.....	100.6	FWTY — Yd —	11.55	9.30
					16.1					
2.50	s 1.20	zn 280	80	84	JN.....JUNCTION CITY, ARK.-LA.....TO	7:00 a.m. 4:00 p.m.	116.7	W	s11.27	8.10
					6.8					
3.02	s 1.32	zn 287	10	43	.....LILLIE.....	.....	123.5	.....	s11.16	7.50
					4.3					
3.08	f 1.39	zn 291	.....	56	.....COPLEY.....	.....	127.8	.....	f11.08	7.40
					4.4					
3.15	s 1.46	zn 296	45	43	BN.....BERNICE.....TO	8:30 a.m. 5:30 p.m.	132.2	.....	s11.01	7.32
					9.0					
3.35	s 2.02	zn 305	95	101	DU.....DUBACH.....TO	8:30 a.m. 5:30 p.m.	141.2	WYd	s10.43	7.15
					4.3					
3.45	s 2.11	zn 309	22	.....	.....HILLY.....	.....	145.5	.....	s10.37	7.05
					4.8					
3.55	f 2.19	zn 314	19	56	.....VIENNA.....	.....	150.3	.....	f10.29	6.55
					4.5					
4.25	s 2.35	zn 319	175	70	RS.....RUSTON.....TO	Continuous.	154.8	WYYd	s10.16	6.45
					.....IC Crossing.....					
					7.0					
4.38	s 2.46	zn 326	9	57	.....CLAY.....	.....	161.8	.....	s10.05	6.15
					2.9					
4.43	s 2.53	zn 329	38	.....	SY.....ANSLEY.....TO	8:00 a.m. 5:00 p.m.	164.7	.....	s 9.59	6.08
					0.5					
		.....	.....	.....	.....DAVIS LBR. CO. Crossing.....UX	.....	165.2	.....		
					3.1					
4.49	s 3.00	zn 332	30	56	.....QUITMAN.....	.....	168.3	.....	s 9.52	6.00
					5.5					
		.....	.....	.....	.....NL&G Crossing.....UX	.....	173.7	.....		
					0.2					
5.05	s 3.11	zn 338	60	21	HO.....HODGE.....TO	8:00 a.m. 5:00 p.m.	174.0	Yd	s 9.43	5.40
					2.4					
5.10	s 3.16	zn 340	74	34	JO.....JONESBORO.....TO	8:00 a.m. 5:00 p.m.; *8:45 a.m. 10:45 a.m.	176.4	.....	s 9.38	5.35
					6.0					
5.20	f 3.26	zn 346	28	68	.....WYATT.....	.....	182.4	W	f 9.28	5.25
					6.0					
5.30	s 3.36	zn 352	11	62	DN.....DODSON.....TO	7:00 a.m. 4:00 p.m.	188.4	.....	s 9.18	5.10
					5.8					
5.40	f 3.44	zn 358	.....	34	.....TANNEHILL.....	.....	194.2	.....	f 9.08	5.00
					3.9					
5.46	3.50	zn 362	291	.....	.....WINNFIELD YARD.....	.....	198.1	Yd	9.02	4.50
					1.2					
6.05	4.00 P.M.	zn 363	95	60	W.....WINNFIELD.....TO	8:00 a.m. 5:00 p.m.; *4:00 p.m. 6:00 p.m.	199.3	RFWY — Yd —	9.00 A.M.	4.45
					0.3					
6.10		.....	.....	.....	WN.....L&A JCT.....TO (See Time Table Rule 16-d)	Continuous.	199.6	R		4.30
					44.9					
		.....	.....	.....	.....PINEVILLE JCT.....	.....	244.5	.....		
					1.5					
		.....	.....	.....	AD.....ALEX. L. & A. YD.....TO (See Time Table Rule 16-d)	Continuous.	246.0	R		
8.30 A.M.		zn 410	277	.....	0.4 AX.....ALEXANDRIA YD..... (See Time Table Rule 16-d)	.....	246.4	RFWY Yd		3.00 P.M.
					146.1					
					LEAVE				Daily	Daily
23.3	31.9				.....AVERAGE SPEED PER HOUR.....				34.4	22.4
6.15	3.05				.....SCHEDULE TIME.....				2.57	6.30

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

TIME TABLE RULE 14a IN EFFECT.

Local extra leaves El Dorado Yard 3:00 A. M. daily, except Sunday for Winnfield. **Local extra leaves Winnfield 6:00 A. M. daily, except Sunday, for El Dorado Yard.**

Southward — Eunice Branch — Northward

SUBDIVISION 55
STATIONS
Time Table No. 2
May 11, 1941

SECOND CLASS 87 Mixed Monday Wednesday Friday	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	LEAVE	Office Hours Week Days *Sundays and Holidays From To	M. P. from Haskell	Signs	SECOND CLASS 88 Mixed
A.M. 10.00	zn 410	.....	.....	AD.....ALEXANDRIA..... (See T. T. Rule 16-d) .TO	Continuous.	246.0	R	A.M. 11.00
				0.4				
10.02	zn 410	277	.....	AX.....ALEXANDRIA YD.....	.....	246.4	FWY	10.40
				1.1				
10.10	zn 411	.....	.....	.....ALEXANDRIA JCT.....	.....	247.5	.....	10.35
				1.2				
	.....	.....	.....	.....T&P CROSSING.....UX	.....	248.7	.....	
				9.8				
	.....	.....	.....	.....T&P Crossing.....	.....	258.5	.....	
				0.5				
f11.10	zn 422	15	.....	.....LAMOURIE.....	.....	259.0	.....	f 9.35
				2.8				
s11.25 A.M.	zn 425	30	.....	CT.....LECOMPTE .....TO	8:00 a.m. 5:00 p.m.	261.8	WYd	s 9.20
				0.5				
	.....	.....	.....	.....RR&G Crossing.....UX	.....	262.3	.....	
				13.5				
	.....	.....	.....	.....EVANGELINE JCT.....	.....	275.8	Y	
				1.0				
f 1.15 P.M.	zn 440	55	.....	.....TURKEY CREEK.....	.....	276.8	Yd	f 7.30
				6.4				
s 2.00	zn 446	38	.....	NE.....PINE PRAIRIE.....TO	8:00 a.m. 5:00 p.m.	283.2	.....	s 6.50
				2.0				
f 2.15	zn 448	25	.....	.....EASTON.....	.....	285.2	.....	f 6.30
				8.5				
s 3.10	zn 456	32	.....	OM.....MAMOU.....TO	8:00 a.m. 5:00 p.m.	293.7	.....	s 5.50
				7.9				
	.....	.....	.....	.....SO. PAC. JUNCTION.....	.....	.....	.....	
				1.6				
4.00 P.M.	zn 465	.....	.....	NI.....EUNICE..... (See T. T. Rule 16-e) .TO	8:00 a.m. 5:00 p.m.	303.2	RWYYd	*5.00* A.M.
				62.2				
				LEAVE				Tuesday Thursday Saturday
9.5				.....AVERAGE SPEED PER HOUR.....				9.5
6.00				.....SCHEDULE TIME.....				6.00

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

LOUISIANA RAILROAD COMMISSION FLAGGING RULES.

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine and engineman must stop and let him off at the first switch.

Above rule to be applied for the protection of trains within the State of Louisiana in addition to General Rule 99.

Southward — Crossett Branch — Northward

SECOND CLASS							SUBDIVISION 53a STATIONS Time Table No. 2 May 11, 1941	Office Hours Week Days *Sundays and Holidays				SECOND CLASS			
		639	673									674	640		
		W&OV Pass. 4	Mixed									Mixed	W&OV Pass. 3		
		Daily	Daily Except Monday	Station Numbers	Capacity of Other Tracks	Capacity of Sidings	LEAVE	From	To	M. P. from Tinsman	Signs				
		A.M. 11.42	A.M. 12.30	.....	39	.....	NS.....TINSMAN.....TO	2:30 a.m.	4:30 p.m.	0.0	RFWYYd	P.M. 10.00	A.M. 11.20		
		A.M. 12.01 P.M.	s12.55	zo 235	95	56	6.2 BA.....BANKS.....TO	*10:30 a.m. 5:30 a.m.	1:30 p.m. 2:30 p.m.	6.2	RY	s 9.10	11.00 A.M.		
			1.10	zo 240	21	.....	4.7 .....CRANEY.....	*6:00 a.m.	1:00 p.m.	10.9	.....	f 8.05			
				.....	.....	.....	4.8 .....W&SR JCT.....			15.7	Yd				
			s 1.30	zo 246	56	57	1.1 H.....HERMITAGE.....TO	6:15 a.m.	3:15 p.m.	16.8	RYd	s 7.45			
			f 1.45	zo 251	13	.....	4.8 .....INGALLS.....			21.6	.....	f 6.45			
			f 1.55	zo 253	.....	57	4.8 .....VICK.....			26.4	.....	f 6.30			
				.....	.....	.....	2.8 .....BROAD JCT.....			29.2	.....				
			f 2.05	zo 256	6	.....	0.1 .....BROAD.....			29.3	.....	f 6.15			
			2.15	zo 259	14	.....	3.3 .....STILLIONS.....			32.6	.....	f 6.05			
				zo 260	.....	.....	0.9 .....CLC JCT.....			33.5	.....				
			f 2.30	zo 268	.....	25	4.0 .....WHITLOW.....			37.5	.....	f 5.50			
			f 2.40	zo 269	38	.....	1.0 .....WHITLOW JCT.....			38.5	.....	f 5.45			
							.....AD&N Crossing.....UX								
				.....	.....	.....	4.5 .....MoPac Crossing.....UX			43.0	.....				
			3.00 A.M.	zo 274	102	.....	0.1 .....A&LM Jct..... ST.....CROSSETT.....TO 43.1	6:00 a.m.	4:00 p.m.	43.1	RWYYd	5.00 P.M.			
							LEAVE					Daily Except Sunday	Daily		
		19.6	17.3				.....AVERAGE SPEED PER HOUR.....					8.6	18.6		
		0.18	2.30				.....SCHEDULE TIME.....					5.00	0.20		

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

Southward — Searcy Branch — Northward

SECOND CLASS

683	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52a STATIONS Time Table No. 2 May 11, 1941	Office Hours Week Days *Sundays and Holidays	M. P. from Mesa	Signs	684
Mixed								Mixed
Tuesday Thursday Saturday				LEAVE	From To			
A.M. 8.00	zs 38	.....	44	SY.....SEARCY.....TO	8:00 a.m. 5:00 p.m.	37.6	R	P.M. 6.00
				0.6				
.....	.....	.....	.....	.....DK&S Crossing.....UX	.....	37.0	.....	
				0.2				
.....	.....	.....	.....	.....M&A Crossing.....UX	.....	36.8	.....	
				3.0				
s 8.25	zs 34	.....	20	.....HIGGINSON.....	.....	33.8	WY	s 5.35
				0.2				
.....	.....	.....	.....	.....MoPac Crossing.....UX	.....	33.6	.....	
				6.4				
s 9.00	zs 27	.....	43	.....GRIFFITHVILLE.....	.....	27.2	.....	s 5.00
				3.8				
f 9.10	zs 23	.....	13	.....BELCHER.....	.....	23.4	.....	f 4.50
				2.8				
f 9.20	zs 20	.....	9	.....STINEVILLE.....	.....	20.4	.....	f 4.40
				7.1				
s10.00	zs 14	.....	50	DC.....DES ARC.....TO	7:30 a.m. 4:30 p.m.	13.5	.....	s 4.10
				6.2				
	zs 7	.....	26	.....GOSPODA.....	.....	7.3	.....	
				7.3				
11.00 A.M.	z 88	98	91	.....MESA.....	.....	0.0	RFWY	3.00 P.M.
				37.6				
				LEAVE				Monday Wednesday Friday
12.5				.....AVERAGE SPEED PER HOUR.....				12.5
3.00				.....SCHEDULE TIME.....				3.00

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

Southward — Stuttgart Branch — Northward

SECOND CLASS

679	Station Numbers	Capacity of Sidings	Capacity of Other Tracks	SUBDIVISION 52c STATIONS Time Table No. 2 May 11, 1941	Office Hours Week Days *Sundays and Holidays	M. P. from Mesa	Signs	680
Mixed								Mixed
Daily Except Sunday				LEAVE	From To			
P.M. 4.00	z 88	98	91	.....MESA.....	.....	0.0	RFWY	P.M. 7.30
				5.2				
f 4.20	zm 5	.....	7	.....TOLLVILLE.....	.....	5.2	.....	f 7.10
				2.7				
f 4.30	zm 8	12	.....	.....BALLE.....	.....	7.9	.....	f 7.00
				6.1				
f 4.50	zm 14	9	.....	.....KAY.....	.....	14.0	.....	f 6.40
				5.9				
.....	.....	.....	.....	.....StLSW Crossing.....UX	.....	19.9	.....	
				0.7				
.....	.....	.....	.....	.....StLSW Crossing.....UX	.....	20.6	.....	
				0.2				
5.15 P.M.	zm 21	.....	50	G..... STUTTGART .....TO	8:00 a.m. 5:00 p.m.	20.8	RWY	6.15 P.M.
				20.8				
				LEAVE				Daily Except Sunday
16.6				....AVERAGE SPEED PER HOUR....				16.6
1.15				.....SCHEDULE TIME.....				1.15

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT No. 679 IS SUPERIOR TO No. 680.
TIME TABLE RULE No. 14 IN EFFECT.

SPEED RESTRICTIONS

Maximum speed shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE THEIR TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Within the limits of municipalities, enginemen will operate their trains at a reasonable rate of speed, considering the conditions existing and to be expected, and with due regard to the safety of their trains and of the public generally.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
ALL SUBDIVISIONS				
Class C-39, C-41, C-43 and Mikado engines handling passenger trains	.....	Freight	train s	peed.
3000 series engines with Scullin drivers	45	45	45	45
Without Scullin drivers	30	30	30	30
Gas-electric motor cars without trailers, or diesel engines without cars, approaching home signal and between home signal limits	10	10	10	10
Through Switch Leads of Turnouts	.....	10	.....	10
Tangent track movement through spring switches	35	.....	35	.....
Through switch leads of turn outs at end of two or more tracks	.....	25	.....	20
Psgr. trains handling freight equipment	.....	Freight	train s	peed.
Trains and engines making movement against current of traffic on two main tracks over facing point switches	30	.....	30	.....
Railroad crossing not protected by interlocking, except where higher speed authorized in this rule (engine only)	10	10	10	10
Trains hauling dead engines, side rods up	.....	.....	25	15
Trains hauling dead engines, side rods down	.....	.....	15	15
Switch engines without engine trucks	.....	.....	18	18
Engines running forward without cars not to exceed freight train speed	.....	.....	.....	.....
Engines with drivers blocked up	30	30	30	30
Limit of Locomotive or Car Speeds in operation or when handled dead-in-train:				
260 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
360 HP Diesel-Electric Switchers, D-B-C-W.	25	25	25	25
600 HP Diesel-Electric Switchers, in 500 Series	35	35	35	35
900 HP Diesel-Electric Switchers, in 700 Series	35	35	35	35
275 HP Gas-Electric Motor Cars Nos. 9050-9051 with Freight Gears	35	35	35	35
Motor Car No. 9012 towed or handled dead-in-train	40	40	40	40
Other motor cars towed or handled in train	60	60	50	45
Trains hauling steam derricks, pile drivers, clam shells, steam shovels, coal hoists, ditcher spreaders and any similar machines, when moving on their own car or trucks:				
With boom supported	.....	.....	25	15
With boom removed or not supported (except as shown below) on Subdiv. 51a Butterfield to Hot Springs and on Subdivisions 51c, 52a, 52c, 53a and 55	.....	.....	10	10
NOTE: These instructions will not apply to wrecking derricks with boom supported when trained behind engine in wreck train service, in such cases	.....	Freight	train s	peed.
Wrecking derricks must always be separated from engine or heavy loads by two or more empty or lightly loaded cars. NOTE: Where speeds on any subdivision or part thereof are lower than the above, THE LOWER SPEED WILL GOVERN	.....	.....	.....	.....
NOTE: Ditchers, or other types of spreaders, handled in trains in through movements, must have wings in trailing position when practical, while movement being made.				

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
NOTE: Air Rail Loaders must not be moved in through trains with booms up. When moved in through trains the booms must be disconnected, taken down and securely fastened to the floor of the car.				
SUBDIVISION 52	70	60	50	45
(Except as shown below)				
On first curve east of Harrahan Bridge	.....	20	.....	20
Over Harrahan Bridge and Viaduct	25	.....	25	.....
Over SLSF crossing MP 3.4	30	.....	30	.....
MP 30 to MP 32-0	50	50	45	35
Over MoPac Crossing MP 44.8	20	.....	20	.....
MP 32-0 to MP 66-20	60	45	50	40
Over M&A Crossing MP 64.5	25	.....	20	.....
MP 84-27 to MP 87-9	.....	40	.....	35
Over White River Bridge, MP 85.3	25	.....	15	.....
MP 132-0 to MP 132-11	.....	35	.....	25
Over MoPac Crossing, MP 132.8	25	.....	25	.....
Double-head engines over St. Francis River Bridge MP 40.6	15	.....	15	.....
Around East and West Illinois Central Wye Curves at Texas and Broadway, Memphis	.....	5	.....	5
2300 Series engines entering 4th St. Yards	.....	5	.....	5
Engines heavier than C-31 Class will not be used on Marion cut-off, bridge on team track, DeValls Bluff, and No. 2 track, Carlisle.				
Engines must not go beyond clearance point of spur leading to Crow Creek Gravel Co.				
SUBDIVISION 51	60	45	45	40
(Except as shown below)				
Approaching 9th St., Little Rock	.....	Restric	ted Spee	d.
MP 134-17 Approaching Crossing	.....	Restric	ted Spee	d.
MP 139-9, Over MoPac Crossing	25	25	25	25
MP 134-19 to MP 134-29	.....	35	.....	30
MP 136-32 to MP 136-30	.....	25	.....	25
MP 138-23 to MP 139-1	.....	40	.....	35
MP 139-28 to MP 140-19	.....	25	.....	25
MP 145-6 to MP 145-20	.....	35	.....	30
MP 146-17 to MP 146-35	.....	25	.....	25
MP 149-20 to MP 151-9	.....	25	.....	20
MP 151-30 to MP 151-35	.....	40	.....	35
MP 153-3 to MP 154-1	.....	25	.....	25
MP 156-30 to MP 157-19	.....	40	.....	35
MP 158-29 to MP 159-1	.....	40	.....	30
MP 161-7 to MP 161-15	.....	25	.....	20
MP 164-14 to MP 165-12	.....	35	.....	30
MP 166-8 to MP 166-11	.....	40	.....	35
MP 167-8 to MP 167-23	.....	25	.....	20
MP 168-14 to MP 169-12	.....	25	.....	20
MP 170-14, Over Fourche River Bridge (with one engine)	25	.....	25	.....
(Doubleheaded trains)	20	.....	20	.....
MP 170-14 to MP 171-25	.....	25	.....	25
MP 174-3 to MP 174-19	.....	25	.....	25
MP 178-5 to MP 179-30	.....	25	.....	20
MP 212-9 to MP 212-17	.....	35	.....	30
SUBDIVISION 51a	50	See Note	40	See Note
(Except as shown below)				
Butterfield to Hot Springs	40	See Note	25	See Note
Over MoPac Crossing MP 22-1 (East bound)	20	.....	20	.....
1700 Series Engines MP 27-4 to MP 40	30	20	30	20
Engines must not go beyond first loading bin American Cynamid Spur, Berger.				
2300 series and heavier engines must not operate over spur track back of Passenger Depot Hot Springs or over Bridge H-559 on Standard oil spur Hot Springs.				
NOTE: Hot Springs to Hot Springs Jct., speed restrictions are designated by boards placed at end of curve in direction of movement.				
SUBDIVISION 51c	30	25	30	25
(Except as shown below)				
East Leg Butterfield Wye	.....	15	.....	15
MP 4-27 to MP 4-32	.....	15	.....	15
MP 10-0 to MP 42-0	25	25	25	25
MP 42-0 to MP 60-15	20	20	20	20
SUBDIVISION 53	50	40	40	35
(Except as shown below)				
MP 0 to MP 27	50	40	45	35
Over SLSW Crossing MP 51-0	20	.....	20	.....
SLSW Transfer at Fordyce	5	5	5	5
2300 Series engines, MP 51 to MP 54-20 / MP 85 to MP 87-20	35	35	35	35
Over Ouachita River Bridge, MP 87-20	10	.....	10	.....

LOCATION	Passenger Trains		Freight Trains	
	Tangent	Curve	Tangent	Curve
SUBDIVISION 54	45	35	40	30
(Except as shown below)				
MP 116-0 to MP 116-20	.....	30	.....	25
MP 136-0 to MP 144-0	.....	.....	35	30
MP 170-20 to MP 179-0	.....	.....	35	30
MP 187-0 to MP 189-0	.....	.....	35	30
Over IC Crossing, MP 154.8	25	.....	25	.....
Over DBLCo Crossing, MP 165.2	25	.....	20	.....
Over NL&GRy Crossing, MP 173.7	25	.....	20	.....
Over Main Line switches at North Yard lead and South Roundhouse lead El Dorado	10	10	10	10
Southward trains approaching Highway Crossing south of freight depot, Ruston	.....	Restric	ted Spee	d.
CRI&P-L&A Connection at L&A Junction	.....	Restric	ted Spee	d.
SUBDIVISION 55	25	25	20	20
(Except as shown below)				
MP 246-0 to MP 266-23 and MP 270-20 to MP 299-9	15	15	15	15
SUBDIVISION 53a	30	30	30	30
(Except as shown below)				
Gravel Pit Spur, Hermitage	.....	.....	5	5
MP 31-20 over Saline River Bridge	25	.....	25	.....
SUBDIVISION 52a	25	20	20	20
SUBDIVISION 52c	25	25	20	20

SPECIAL INSTRUCTIONS GOVERNING THE MAXIMUM SPEED OF ROCKET TRAINS

Distinctive roadway signs indicate maximum speed of Rocket trains.

A sign with crystal reflex letter "Z" indicates zone territory and the maximum speed is indicated by numerals thereon, which will govern until the next zone sign is reached.

Where the movement is from a lower to a higher speed zone, the zone sign is located at point where speed may be increased. Where movement is from a higher to a lower speed zone, the zone sign is located approximately 4000 feet from the point where the lower speed becomes effective.

Where speed restrictions are required on curves within a zone, a sign with amber reflex diagonal bar and numerals thereon, located approximately 4000 feet from point of curve, will indicate maximum speed permissible for that particular curve, after which zone speed may be resumed.

When using any turnout, crossover, drawbridge, railroad crossing, or moving through towns or cities will not exceed speed designated for other passenger trains unless otherwise specified except, that on Subdivision 51, Little Rock to Perry, Rocket trains will be permitted a speed 5 MPH greater than tangent and curve speed permitted for steam trains.

Rocket trains approaching train order signal displaying stop indication will sound four blasts of the whistle and must not exceed 60 MPH passing stations at which train orders or clearances are to be received. The delivery of train orders or clearances will be made on right hand side, except at regular stops delivery will be made on station side.

Headlight on Rocket trains must be burning dimly during daylight hours.

Mars Signal Lights on Rocket engines shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains.

Steam trains operating on Rocket train schedules will not exceed speed authorized for other passenger trains.

Passenger trains consisting of Rocket equipment hauled by steam locomotives of P-31, P-32, P-33, P-40 or M-50 class, and passenger trains consisting of standard equipment hauled by Diesel passenger locomotives may operate at speed of 10 MPH less than speed authorized for Rocket type trains, except will not be required to operate at a lower speed than authorized for steam passenger trains.

Such passenger trains will observe same speed restrictions shown in time table applicable to Rocket trains.

Diesel passenger locomotives operating light without cars must not exceed maximum speed of 55 MPH, and where rule specifies a lower speed for steam passenger trains on curves, will be governed by such lower speed.

The following equipment must not be towed or operated under own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of 3 MPH must not be exceeded.

	Maximum Height of Water Above Rail
Rocket Diesel power units and Diesel Switchers	4½ Inches
Rocket train cars only	7 Inches
Gas-Electric motor cars	3 Inches

When operating under own power, controller should be in Series position.

SPECIAL INSTRUCTIONS

2. Little Rock and Biddle are the initial stations for westward trains, Subdivision 51a, originating there.

2a. Memphis is the initial station, Subdivision 52, for trains originating there.

2b. Camden is the initial station, Subdivision 51c, for trains originating there.

2c. Alexandria is the initial station, Subdivisions 54 and 55, for trains originating there.

3. Trains originating Fourth St. Yard and Iowa St. Yard will obtain clearance at Briark instead of Memphis.

3a. StLSW eastward trains will obtain clearance at Brinkley instead of Cotton Belt Junction.

3b. StLSW conductors will advise operator Brinkley, by telephone Cotton Belt Junction, before trains enter main track and when clear of main track.

3c. Westward trains, Subdivision 52, will not be required to secure clearance at MoPac crossing MP 132.8.

3d. All trains may leave Hot Springs Jct. without clearance.

3e. Nos. 687, 689, 697 and 698 may leave Butterfield without clearance.

3f. No. 680 may leave Stuttgart without clearance.

3g. No. 698 may leave Kent without clearance.

3h. No. 673 may leave Tinsman without clearance.

3i. Nos. 679 and 684 may leave Mesa without clearance.

3j. No. 632 may leave Winnfield without clearance when operator not on duty.

3k. 631 and 632 may leave Haskell without clearance when Opr. not on duty.

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

4a. All eastward trains will register at Briark by Form 1339 and will not be required to check register at that point.

4b. All westward trains will register by Form 1339 at Briark.

4c. First class trains will register at Brinkley by Form 1339.

4d. First class trains will register at Biddle by Form 1339 and will not be required to check register at that point.

4e. Train Nos. 45 and 50 will register at Haskell by Form 1339 and will not be required to check register at that point.

4f. Restricted use of Register Books, as follows: Little Rock, Tinsman and Winnfield for trains originating or terminating.

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

Memphis—Grand Central Sta.	Booneville.
Memphis—Union Station.	Malvern.
Memphis—Fourth St.	El Dorado.
Little Rock.	Tinsman.
Biddle—Yard.	L&A Jct.
Biddle—Round House.	Alexandria.
Haskell.	

5a. Conductors and Enginemen are not required to consult General Order Books at intermediate points on a Subdivision.

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

6. Standard Clocks are located at:

Memphis—Grand Central Sta.	Hot Springs.
Memphis—Union Station.	Tinsman.
Memphis—Fourth St.	El Dorado.
Brinkley	Camden—CB Station.
Little Rock.	Winnfield.
Biddle.	L&A Jct.
Booneville.	Alexandria.
Haskell.	Crossett.

8. "g" Conditional stops for revenue passengers only.

Train	Purpose	PASSENGERS
111	Receive	Dagmar, Brasfield, Whitmore, Round Pond, Kerr.
112	Discharge	Dagmar, Brasfield, Whitmore, Round Pond, Kerr.
45	Discharge	Express at Bauxite on Thursday.
	Receive	For points west of Haskell.
	Discharge	Cove Creek, Lake Catherine.
50	Discharge	From points west of Haskell.
	Discharge	From Hot Springs Branch and stations west of Little Rock, for stations east of Little Rock.
	Receive	Benton for Memphis.
631	Receive	Guilford, Berger, Brooks, Nydia, Cornie, Randolph, Cargile Upland, Middle Fork, Milan, Quinn.
632	Discharge	Mail, on request of Mail Clerk, at all stations.

9. Trains will stop at any station in Arkansas to discharge revenue passengers ticketed through by foreign lines, except Nos. 45, 51 and 52.

11. At Dixie Mills, Subdivision 52 (MP 130.5), at Winnfield, Subdivision 55 (MP 199.7), and Subdivision 51c (MP 58.8), the signal indicating position of gate is a mast, with arm hung in center showing a yellow light on each end of arm. In diagonal position CRI&P trains may proceed; in horizontal position, CRI&P trains must stop.

11a. At Waico, Subdivision 51c (MP 5.6)—Higginson, Subdivision 52a—operation of crossing gate controls distant signal in each direction. Be governed by rules in signal box. Trainmen must know these signals are operating before using crossing.

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

11c. Railroad crossings at grade protected by Automatic Interlocking as shown below: (See General Rule 672.

Sub-Div.	MP Loca.	Crossing	Speed M. P. H.
51a	27.7	MoPac	20
55	258.5	Tex&Pac	15

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

Sub-Div.	MP Loca.	Crossing	Remarks	Operated by	Normal Position Gates AGAINST	Light Arrangement for	
						Stop	Proceed
51a	22.1	MoPac.....	Gate...	Trainmen	MoPac.....	Red..	Yellow
51c	5.5	AB Co.....	No Gate	.....	.....	.....	.....
51c	5.6	MoPac.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
51c	58.8	StLSW.....	Gate...	Trainmen	StLSW.....	Red..	Yellow
52	64.5	M&A.....	Gate...	Trainmen	M&A.....	Red..	Yellow
52	69.2	CRI&P.....	No Gate	.....	.....	.....	.....
52	69.2	StLSW.....	No Gate	.....	.....	.....	.....
52	130.5	StLSW.....	Gate...	Trainmen	StLSW.....	Red..	Yellow
52a	33.6	MoPac.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
52a	36.8	M&A.....	Gate...	Trainmen	M&A.....	Red..	Yellow
52a	37.0	DK&S.....	Gate...	Trainmen	DK&S.....	Red..	Yellow
52c	19.9	StLSW.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
52c	20.6	StLSW.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
53a	38.5	AD&N.....	No Gate	.....	.....	.....	.....
53a	43.0	MoPac.....	No Gate	.....	.....	.....	.....
54	165.2	Davis BLCo..	Gate...	Trainmen	DBLCo.....	Red..	Yellow
54	173.7	NL&G.....	Gate...	Trainmen	NL&G.....	Red..	Yellow
54	199.6	L&A.....	Gate...	Trainmen	CRI&P.....	Red..	Yellow
55	248.7	T&P.....	Gate...	Trainmen	T&P.....	Red..	Yellow
55	262.3	RR&G.....	No Gate	.....	.....	.....	.....

11e. Between MP 4-9, Briark, and MP 8-16, East End Hulbert Yard, all trains will operate per Rules 261 to 264, inclusive.

Movements within this section are controlled by operators at Briark. Authority to pass Absolute Signals indicating Stop may be given by these operators without train orders.

11f. Between North Little Rock and Interlocking Little Rock, all trains will operate per Rules 261 to 264, inclusive.

Absolute Signals are controlled by operators at Missouri Pacific crossing, MP 132.8. Authority to pass Absolute Signals indicating Stop may be given by these operators without train orders.

11g. Between Biddle Yard Office and Hot Springs Jct., all trains will operate per Rules 261 to 264, inclusive.

Absolute Signals are controlled by operators at Biddle. Authority to pass Absolute Signals indicating Stop may be given by these operators without train orders.

13. Passengers may be carried on local extras in State of Arkansas.

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

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

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

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

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

14a. Following rule in effect on subdivisions where so specified in foot notes of schedule pages of time table:

When train order is received, reading eastward-northward (or westward-southward) extra trains or eastward-northward (or westward-southward) extra trains except extra.....wait at.....(a station in rear) until.....the train addressed is relieved from protecting its rear against such following extra trains, or extra train, until the time named in order.

15. All trains move at restricted speed between MoPac crossing MP 132.8 and East end Two Main Tracks, Little Rock.

15a. All trains and engines in both directions will approach Sweet Home crossing, east of Round House, Biddle Yard Office, and Sixth Street at restricted speed, expecting to find the crossovers being used by trains and engines.

When moving light engines from Biddle Round House through crossover at Sweet Home crossing hostlers will call up the Dispatcher and ascertain if first-class trains have passed.

15b. All trains and engines move at restricted speed through yard limits, Fordyce, Tinsman, El Dorado and Winfield.

16. Between Memphis and Briark, trains will be governed by Arkansas and Memphis Railway Bridge and Terminal Co. operating rules.

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

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

16c. CRI&P trains will enter and leave StLSW main track at Kent and at north siding switch, Camden.

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

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

17. Eastward trains and engines must approach Briark prepared to stop and not foul switch, proceeding only on hand signal given by Operator with yellow flag by day and yellow light by night.

17a. All trains will stop and flag street crossings at Laurel Ave. and Maple Ave., Eunice.

18. First-class trains approaching stations used jointly with other divisions, if the times of trains of all divisions using the same track at such stations are not shown on the time tables of all divisions, shall approach such station at RESTRICTED SPEED.

18a. Branch Line trains must protect against approaching main line trains at junction points.

21. At East Little Rock interlocking, following whistle signals designate route desired:

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

21a. At Fordyce interlocking following whistle signals designate route desired:
Main Line.....One long.
Transfer.....One short, one long.
Lower arm on Eastward Home Signal will govern transfer track.

21b. At Ruston interlocking following whistle signals designate route desired:
Main Line.....One long.

26. Automatic Block Signal Rules 505 to 518, inclusive, are in effect as follows:
Subdivision 52, between Briark and Hulbert.
Subdivision 51, between MoPac crossing and Pulaski.
Signal 1404 is also the distant signal governing the approach to the home interlocking signal at MoPac crossing.

26a. White River Draw Bridge (MP 85.3, Subdiv. 52) is protected by home and distant interlocking signals. General Rules 509-A and 605 to 637, inclusive, are in effect.

27. Draw bridges are located at:

Sub-Div.	MP	River	Sub-Div.	MP	River
52	40.6	St. Francis	51	170.4	Fourche
52	85.3	White	53	87.6	Ouachita
52	132.5	Arkansas	53a	31.7	Saline

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

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

All trains will approach Ouachita River Bridge, MP 87.6, Subdivision 53 at restricted speed and be prepared to stop, if flagged by the watchman.

28. Minimum clearance of bridges, tunnels, etc., height 16 feet; width 13 feet, 6 inches.

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

Sub-Div.	Mile Post	Kind of Structure	CLEARANCE	
			Height Above Top of Rail	Width of Load at Height Shown
51	133.2	Trolley Wire.....	21 ft. – 7 in.	11 ft. – 6 in.
51	155.1	Overhead Bridge.....	20 ft. – 9 in.	11 ft. – 6 in.
51	170.4	Overhead Bridge.....	21 ft. – 3 in.	11 ft. – 6 in.
51	219.6	Overhead Bridge.....	21 ft. – 2 in.	11 ft. – 0 in.
51a	24.4	Overhead Bridge.....	21 ft. – 2 in.	11 ft. – 0 in.
51a	43.9	Overhead Bridge.....	21 ft. – 9 in.	7 ft. – 11 in.
51a	54.0	Overhead Bridge.....	21 ft. – 6 in.	11 ft. – 6 in.
51a	56.7	Overhead Bridge.....	16 ft. – 6 in.	11 ft. – 6 in.
51c	9.9	Overhead Bridge.....	21 ft. – 10 in.	11 ft. – 6 in.
51c	25.3	Overhead Bridge.....	21 ft. – 10 in.	11 ft. – 6 in.
52	40.6	Overhead Bridge.....	20 ft. – 11 in.	5 ft. – 0 in.
52	85.3	Overhead Bridge.....	23 ft. – 6 in.	7 ft. – 6 in.
52	132.5	Overhead Bridge.....	20 ft. – 7 in.	11 ft. – 6 in.
52	132.8	Overhead Bridge.....	19 ft. – 10 in.	11 ft. – 6 in.
53	45.4	Overhead Bridge.....	21 ft. – 0 in.	11 ft. – 6 in.
53	47.2	Overhead Bridge.....	21 ft. – 9 in.	11 ft. – 6 in.
53	50.7	Overhead Bridge.....	22 ft. – 0 in.	11 ft. – 6 in.
53	54.0	Overhead Bridge.....	21 ft. – 6 in.	11 ft. – 6 in.
53	87.8	Overhead Bridge.....	22 ft. – 6 in.	11 ft. – 6 in.
53	98.6	Overhead Bridge.....	21 ft. – 5 in.	11 ft. – 6 in.
53	100.2	Overhead Bridge.....	19 ft. – 10 in.	11 ft. – 6 in.
53a	31.7	Overhead Bridge.....	22 ft. – 6 in.	8 ft. – 0 in.
54	177.4	Overhead Bridge.....	23 ft. – 6 in.	11 ft. – 6 in.
54	192.0	Overhead Bridge.....	23 ft. – 6 in.	11 ft. – 6 in.
54	199.3	Overhead Bridge.....	20 ft. – 9 in.	11 ft. – 6 in.
54	245.4	Overhead Bridge.....	20 ft. – 6 in.	11 ft. – 6 in.

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

Sub-Div.	Mile Post	Name	Car Capacity
52	30.2	Lucerne	6
52	31.1	Whitmore	5
52	34.0	Round Pond	57
52	56.7	Wood Spur	8
52	60.4	Blossom	19
52	75.8	Dagmar	22
52	80.5	Brasfield	35
52	100.3	Prairie Center	22
52	108.9	Sisemore	18
52	120.5	Kerr	21
52a	8.9	Letchworth	3
52a	19.0	Enarc	3
52a	22.0	Jasmine	8
52a	29.8	Conant	1
52c	10.8	Nahay	5
52c	15.3	Beecher	9
51	153.3	Anthony Lbr. Co	10
51a	1.2	Twen Cen	18
51a	1.5	Granite	7
51a	3.1	Ward	3
51a	4.0	Berger	38
51a	7.6	Guilford	8
51a	14.8	Brooks	6
51a	16.1	Goodman	12
51a	17.0	Lignite	26
51a	19.5	Standard Bauxite Co	45
51a	35.9	Reyburn	6
51c	3.2	Rock Port	10
51c	11.8	Durian	3
51c	18.3	Rolla	7
51c	26.1	Deere	4
51c	28.5	Day	3
51c	29.4	Rockwell	5
51c	33.8	American Dyewood	2
51c	36.7	Patterson's Spur	3
51c	46.5	Heine	4
51c	55.1	Velie	19
51c	58.3	Moline	17
53	6.8	Nydia	12
53	54.7	Stout	6
53	59.7	Ellisville	3
53	70.0	Gravel Pit	50
53	75.4	Unco	30
53	91.3	Anthony-Williams	6
53	98.4	American	14
53a	12.1	Castleberry	4
53a	29.8	Wilcox	10
54	106.3	Smith	9
54	119.5	Randolph	8
54	172.7	Rockfield	25
54	189.8	Winona	15
55	251.0	Murphy	7
55	254.3	Moreland	7
55	255.5	Chambers	12
55	263.6	Hardy	3
55	274.6	Belle-Chaney	16
55	289.5	Barber Bros	10
55	290.7	Reddell	17

32. Lights on train order signals will not be displayed when train order offices are closed.

32a. At interlocking stations where train order signal is operated by signalman, train order signal will not be displayed in proceed indication for a train or engine until the route is set and interlocking signals cleared to permit its movement, when no train orders are held for delivery.

DISPATCHERS

34. When heavy rains are reported dispatchers will give train and enginemen notification of same by train order in following form:

"Heavy rains between ..... and ..... All trains run carefully watching for places likely to be affected."

TRAINMEN AND ENGINEMEN

34a. All trains must run carefully during and after heavy storms, particularly when the track is liable to be affected. When fogs, storms or other conditions obscure track or signals, speed of train must be reduced to permit strict observance of signals and INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.

35. Emergency telephones are located as follows:

Wimef.
MP 8-16, Subdivision 52.
Forrest City, East End.
No. Little Rock.
Hot Springs Jct.
10th St. Subdivision 51.
Pulaski.
Maumelle.
Pinnacle, Tool House.
Roland.
MP 164-18. Subdivision 51.
Ledwidge.
Kenney.
Bigelow.
Houston.
Copperas Gap.
Adona.
Casa.
Homewood.
Mickles.
Waveland.
Blue Mountain.
Magazine.
El Dorado Yard, West End.
Junction City.
Bernice.
Copley.
Lillie.
Middle Fork.
Dubach.
Hilly.
Vienna.
Clay.
Ansley.
Quitman.
Rockfield.
Jonesboro.
Wyatt.
Dodson.
Winona.
Tannehill.
Winnfield Yard.
Winnfield.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
33	110.0	66	54.5	85	42.2	140	25.7
34	106.0	67	53.7	86	41.9	145	24.8
36	100.0	68	52.9	87	41.4	150	24.0
38	94.7	69	52.1	88	40.9	155	23.3
40	90.0	70	51.4	89	40.4	160	22.5
42	85.7	71	50.7	90	40.0	170	21.2
45	80.0	72	50.0	91	39.6	180	20.0
48	75.0	73	49.3	92	39.1	190	18.9
50	72.0	74	48.6	93	38.7	200	18.0
52	69.2	75	48.0	94	38.2	210	17.1
54	66.6	76	47.4	95	37.9	220	16.4
56	64.2	77	46.7	100	36.0	230	15.6
58	62.0	78	46.1	105	34.3	240	15.0
60	60.0	79	45.6	110	32.7	250	14.4
61	59.0	80	45.0	115	31.3	260	13.8
62	58.0	81	44.4	120	30.0	270	13.3
63	57.1	82	43.9	125	28.8	280	12.8
64	56.2	83	43.4	130	27.7	290	12.4
65	55.3	84	42.9	135	26.7		

The following letters in "Station" and "Signs" columns indicate—

F—Fuel Station.
P—Train Dispatchers Telephone.
R—Train Register Station.
T—Turn Table.
W—Water Station.
Y—Wye.
UX—Railroad Crossing not protected by Interlocking.
TO—Train Order Station.
Yd—Station where yard limit signs are maintained.

H. W. HAMMACK, Train Master, Little Rock, Ark.
Subdivisions 51, 51a, 51c, 52, 52a, 52c.

J. L. STEPHENSON, Train Master, El Dorado, Ark.
Subdivisions 53, 53a, 54, 55.

W. B. EMBURY, Master Mechanic, Little Rock, Ark.

F. J. BRONDEL, Road Foreman Equipment, Little Rock, Ark.

F. B. KIRK, Chief Dispatcher.

J. C. BEACHAM,
T. R. LATHRAM,
A. B. MORTON,
J. A. CONREY,
F. E. ABERNATHY,
T. M. WALLACE,
} **Train Dispatchers, Little Rock, Ark.**