

DIVISION OFFICERS

J. S. BASSETT.....Superintendent.....Monroe, La.
R. D. DAY.....Assistant Superintendent,
Little Rock Terminal
North Little Rock, Ark.
W. WICKER.....Asst. Superintendent, Pine Bluff,
Lake Providence, Benton,
Arkansas City, Eudora, and
Warren Districts.....McGehee, Ark.
J. E. HARRELL.... Acting Assistant Superintendent,
Alexandria Terminal.....Alexandria, La.
G. W. GRIFFING.. Trainmaster, Monroe,
Ferriday and Hamburg
Districts.....Monroe, La.
H. J. HICKS.....Trainmaster, Gurdon, Huttig
and Farmerville Districts.....Monroe, La.
J. C. KING.....Asst. Trainmaster, Ferriday
District, Natchez & Southern
Ry. and Natchez & Louisiana
Railway Transfer.....Ferriday, La.
E. K. HUNT.....Trainmaster, All Districts.....Monroe, La.
C. R. PEDIGO.....Trainmaster, All Districts.....Monroe, La.
P. O. BEDGOOD...Dispatcher.....Monroe, La.
H. D. CLEAVER...Dispatcher.....McGehee, Ark.
W. J. CLOVER....Dispatcher.....Monroe, La.
J. R. COULTER...Dispatcher.....McGehee, Ark.
T. V. EVANS.....Dispatcher.....Monroe, La.
A. E. LOYD.....Dispatcher.....Monroe, La.
J. N. PERDUE....Dispatcher.....Monroe, La.
H. C. WILSON....Dispatcher.....McGehee, Ark.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

LOUISIANA AND LITTLE ROCK DIVISIONS

TIME TABLE No. 14

Effective 12:01 a. m. Sunday, August 18, 1940

CENTRAL STANDARD TIME

Superseding Time Table No. 13, dated June 18, 1939,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 4
DATED JANUARY 9, 1938

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

W. F. KIRK, Gen'l Superintendent Transportation.

W. E. LAMB, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Little Rock	Ark. 219	La. & L. R. 116	11:40 a. m.	30 Min.	For connection.
"	" 7	" 116	11:45 a. m.	30 Min.	" "
"	" 2	" 102	12:55 a. m.	45 Min.	" "
"	" 226	" 102	4:00 a. m.	1 Hr.	" "
"	" 3	" 148	7:00 p. m.	30 Min.	For passengers, mail and express.
"	" 224	" 148	7:00 p. m.	20 Min.	" " " "
"	La. & L. R. 101	Ark. 1 & 201	4:00 a. m.	2 Hrs.	For St. Louis-Lake Charles sleeper.
"	" 147	" 4 & 17	9:00 a. m.	35 Min.	For passengers, mail and express.
McGehee	" 341	La. & L. R. 101	7:25 a. m.	2 Hrs.	For passengers and mail.
"	" 102	" 342	9:43 p. m.	15 Min.	" " " "
Collinston	" 116	" 841	7:05 a. m.	15 Min.	When passengers reported.
"	" 841	" 116 & 101	8:40 a. m.	1 Hr.	" " " "
"	" 816	" 101	8:05 a. m.	30 Min.	" " " "
"	" 842	" 102	8:50 p. m.	1 Hr.	" " " "
"	" 102	" 823 & 842	8:05 p. m.	15 Min.	For passengers, mail and express.
"	" 823	" 842	7:55 p. m.	30 Min.	" " " "
Monroe	" 816	" 116	Indefinitely	Indefinitely	For New Orleans-Gurdon Sleeper.
Alexandria	" 116	T. & P. 21	"	"	For connection.
"	" 102	G. C. L. 102	6:00 p. m.	1 Hr.	" " " "
"	G. C. L. 101	La. & L. R. 101	Indefinitely	Indefinitely	" " " "
"	T. P. 26	La. & L. R. 123	Indefinitely	Indefinitely	" " " "
Gurdon	Ark. 2	" 822	10:13 p. m.	10 Min.	For passengers and mail.
"	" 8	" 848	1:03 p. m.	35 Min.	When passengers reported.
"	La. & L. R. 847	Ark. 7 & 8	3:00 p. m.	1 Hr. 25 Min.	For passengers, mail and express.
"	" 821	" 4 & 21	7:00 a. m.	30 Min.	For connection.
Eldorado	" 848	La. & L. R. 816	10:45 a. m.	35 Min.	" " " "
Felsenthal	" 151	" 816	Indefinitely	Indefinitely	For passengers, mail and express
Ferriday	" 841	La. & L. R. 341	12:55 p. m.	2 Hrs.	For passengers and mail.
"	" 342	" 842	4:00 p. m.	20 Min.	" " " "
Benton	" 855	Ark. 17	10:30 a. m.	1 Hr.	" " " "
Tallulah	" 341	V&MV. 201	8:52 a. m.	20 Min.	" " " "
"	" 342	" 203	5:55 p. m.	10 Min.	" " " "

STATIONS NOT SHOWN IN TIME TABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Stations	Miles from St. Louis	Train Nos.			
Pine Bluff District:					
Kearney	371.28	f147	f148		
College Park	383.82	f147	f148		
Tamo	405.68	f147	f148		
Lake Providence District:					
Norcross	420.60	f341	f342		
Gassoway	456.02	f341	f342	f396	f397
Wainwright	461.31	f341	f342	f396	f397
Wilman	474.49	f341	f342	f396	f397
Talla Bena	491.81	f341	f342	f396	f397
East Hapaka	512.61	f341	f342		
Balmoral	519.41	f341	f342	f396	f397
Denhart	536.33	f341	f342		
Chamblee	541.79	f341	f342	f396	f397
Azucena	549.48	f341	f342	f396	f397
Tanglewood	553.20	f341	f342	f396	f397
Warren District:					
Jeter	440.27	f852	f853		
Tennessee	449.87	f852	f853		
Allis	452.36	f852	f853		
Saline River	457.78	f852	f853		
Hamburg District:					
Lloyd	445.40	f850	f851		
Donbey	446.62	f850	f851		
Owens	447.81	f850	f851		
Phelan	453.89	f850	f851		
Eudora District:					
Chickasaw	457.78	f856	f857		
Gowan	480.44	f856	f857		
Warden	488.83	f856	f857		
Benton District:					
Chemical	374.25	f854	f855		
Producing	388.75	f854	f855		
Koons	394.97	f854	f855		
Vicks	398.69	f854	f855		

STATIONS NOT SHOWN IN TIME TABLE WILL BE SERVED BY TRAINS INDICATED BELOW—Concluded

Stations	Miles from St. Louis	Train Nos.			
Monroe District:					
Jerome	424.85			f154	f155
Standard	546.90			f154	f155
Selma	563.69			f154	f155
Gurdon District:					
Sayre	438.74	f821	f848	f847	f822
Kinard	501.39	f823	f816		
Sandy Bend	509.66	f823	f816		
Bolding	520.44	f823	f816		
Venice	533.69	f823	f816		
Vaughn	540.75	f823	f816		
Wardville	546.77	f823	f816		
Bartholomew	550.70	f823	f816		
Upland	557.43	f823	f816	f841	f842
Ferriday District:					
Brodenix	570.45	f841	f842	f892	f893
Bardel	572.37	f841	f842	f892	f893
Jonesburg	574.55	f841	f842	f892	f893
Chase	605.51	f841	f842	f892	f893
Elam	616.23	f841	f842	f892	f893
Peck	618.25	f841	f842	f892	f893
Foules	628.17	f841	f842	f892	f893
Lee Bayou	632.65	f841	f842	f892	f893
Red Gum	639.15	f841	f842	f892	f893
Minorca	647.92	f841	f842		
Huttig District:					
Upco	547.51	f150	f153		
Park Spur	553.57	f150	f153		
Lock Arbor	556.28	f150	f153		
Farmerville District:					
Cecil	533.39	f151	f152		
Quigley	543.12	f151	f152		
DeLoutre	544.95	f151	f152		
Canbeal	547.39	f151	f152		

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention.

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Pullman and Dining Car employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

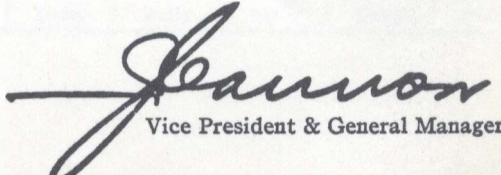
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.


Vice President & General Manager.

2 LAKE PROVIDENCE DISTRICT—BETWEEN McGEHEE AND CLAYTON JCT.

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS		FIRST CLASS			No. 14				AUGUST 18, 1940		FIRST CLASS		SECOND CLASS	
895 Local Freight	397 Local Freight	341 Local Passenger			STATIONS				342 Local Passenger		894 Local Freight	396 Local Freight		
Daily Ex. Sunday	Daily Ex. Sunday	Daily				Daily		Daily Ex. Sunday	Daily Ex. Sunday					
		5 25AM		408.12	CS.....	McGEHEE... O†WY	c432		8 55PM					
				408.97	P.....	McGEHEE YARD..... Y		Yd.	7 20AM ³⁹⁷	5 15PM				
f 1 15PM	f 7 20AM ³⁹⁴			412.18	P.....	TRIPPE JUNCTION.....	k106a		f 8 40	f 4 55				
				416.71	TP.....	HALLEY.....	k110	60	s 8 32	f 4 35				
				424.17	P.....	MACON LAKE.....	k117	60	f 8 18	f 4 15				
				431.31		INDUSTRIAL CROSSING.....								
				431.32	LS.....	LAKE VILLAGE..... Y	k126	60	s 8 03	s 3 55				
				436.42	P.....	JENNIE.....	k131	82	s 7 48	f 3 40				
				440.04	P.....	CHICOT.....	k135	60	s 7 40	f 3 30				
				446.81	LS.....	EUDORA..... O‡WY	k141	62	s 7 28	s 3 15				
				450.72	P.....	READLAND.....	k145	60	s 7 16	f 2 10				
				453.65		ARKLA, ARK.....	k148		f 7 10	f 2 00				
				457.78		MILLIKIN, LA.....	k152	60	f 7 02	s 1 50				
				463.16	TP.....	SHELburn.....	k158	60	f 6 53	f 1 40				
				470.17	LS.....	LAKE PROVIDENCE... WY	k165	100	s 6 40	s 1 20				
				478.54		TRANSYLVANIA.....	k173	61	s 6 23	f 12 35				
				482.93	P.....	ALSATIA.....	k178	60	s 6 15	f 12 10 ³⁹⁷				
				485.87		ROOSEVELT..... *	k181		f 6 10	f 12 01PM				
				487.31		L. P. T. & W. CROSSING.....								
				487.42	LS.....	SONDHEIMER.....	k182		s 6 05	s 11 45AM				
				488.82		ENOKA..... W	k183	60	f 6 01	f 11 30				
				493.32		MANSFORD.....	k187	59	f 5 54	f 11 15				
				498.41	LS.....	TALLULAH.....	k194	48	s 5 45	s 11 00				
				498.44		Y. & M. V. CROSSING.....								
				500.64		CHICAGO JUNCTION.....								
				502.50		LACLEDE.....	k198		f 5 30	f 9 10				
				507.74	P.....	ALLIGATOR BAYOU... W	k203	20	f 5 22	f 8 57 ³⁴¹				
				511.54		QUIMBY.....	k207	60	f 5 15	f 8 15				
				516.01	P.....	SOMERSET.....	k212		f 5 05	f 8 00				
				523.37	LS.....	NEWELTON.....	k219	60	s 4 55	s 7 45				
				528.76		LAKE BRUIN..... W	k224	20	f 4 45	f 7 30				
				533.74	LS.....	ST. JOSEPH.....	k229	60	s 4 35 ³⁹⁷	s 7 15				
				540.44	P.....	LOCUST RIDGE..... *	k236	59	f 4 22	f 6 55				
				544.40		GOLDMAN.....	k240		f 4 15	f 6 45				
				546.11	LS.....	WATERPROOF.....	k242	52	s 4 12	s 6 40				
				557.25	P.....	CLAYTON JUNCTION.....	e211		s 3 50PM	s 6 15AM				
Daily Ex. Sunday	Daily Ex. Sunday	Daily		149.13					Daily	Daily Ex. Sunday	Daily Ex. Sunday			

PINE BLUFF DISTRICT—BETWEEN LITTLE ROCK AND McGEHEE

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TRAINS SOUTHWARD					Miles from St. Louis	TIME TABLE No. 14 AUGUST 18, 1940		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS		FIRST CLASS				STATIONS				FIRST CLASS		SECOND CLASS		
169 Red Ball Freight	161 Red Ball Freight	123 Passenger	147 Local Passenger	101 Passenger						116 Passenger	148 Local Passenger	102 Passenger	160 Red Ball Freight	168 Red Ball Freight
Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily			
		5 00PM	8 25AM	2 00AM	345.68	.LITTLE ROCK-UNION STATION.	x346	Yd.	s 11 00AM	s 6 00PM	s 11 45PM			
					346.28	0.98 ASHLEY STREET JCT. (End 2nd Main).								
			s 8 30		346.34	0.06 ... MAIN STREET STATION....	k 1		s 5 52					
					346.37	0.03 ... SCOTT STREET (Detour Jct.)...								
					346.49	0.12 ... JUNCTION BRIDGE Detour Crossing..								
10 00PM	6 40AM				344.22	CS.NORTH LITTLE ROCK.COWTY	x344	Yd.				2 20PM	8 30PM	
					344.53	0.31 ... FOURTH STREET O.R.I. & P. Crossing..								
					344.73	0.20 WASHINGTON AVENUE (End 2nd Main)								
					345.05	0.32 ... DRAW BRIDGE Arkansas River..								
					346.54	0.11 ... ROCK STREET JUNCTION....								
					346.98	0.44 CS... RI TOWER O.R.I. & P. Crossing..								
10 25	6 55	5 10	8 35	2 06	349.77	0.79 P.EAST LITTLE ROCK YARD..W			10 45	5 45	11 30	1 50	8 15	
10 32	7 02	5 15	s 8 43	2 11	351.73	3.96 LS..... SWEET HOME.....*	k 6		10 39	s 5 35	11 25	1 35	8 04	
10 37	7 06	5 18	8 47	2 14	354.14	2.41 P..... HIGGINS.....	k 8	56	10 35	5 30	11 22	12 55	8 00	
10 45	7 12	5 23 ¹⁴⁸	f 8 53	2 18	357.76	3.62 P..... WRIGHTSVILLE.....*	k12	93	10 31	f 5 23 ¹²³	11 18	12 40	7 53	
10 53	7 20	5 29	f 9 03	2 24	362.86	5.10 P..... WOODSON.....*	k17	39	10 25	f 5 08	11 12	12 20	7 45	
11 10 ¹⁰²	7 25	5 32	f 9 07	2 26	364.55	1.69 P..... HENSLEY.....*	k19	90	10 22	f 5 04	11 10 ¹⁶⁹	12 05PM	7 40	
11 20	7 33	5 38	s 9 16	2 31	368.91	4.36 LS..... REDFIELD.....*	k23	54	10 17	s 4 55	11 05	11 45AM	7 33	
11 28	7 42	5 43	f 9 25	2 36	373.57	4.66 P.... JEFFERSON SPRINGS.....*	k28	55	10 12	f 4 45	11 00	11 35	7 25	
11 33	7 48	5 47	9 31	2 40	376.90	3.33 P..... SAMPLES.....	k31	90	10 08	4 36	10 56	11 20	7 18	
11 40	7 56	5 53	9 40	2 45	381.81	4.91 P..... BALDWIN.....	k36	55	10 02	4 27	10 51	11 05	7 10	
					387.09	5.28 P..... PB JUNCTION.....								
					387.42	0.33 ... ST. L. S. W. CROSSING..								
11 50	8 06	6 00	9 50 ¹¹⁶	2 53	387.48	0.06 P..... NORTH JUNCTION.....			9 53 ¹⁴⁷	4 16	10 43	10 45	7 00	
11 55	8 10	s 6 10	s 10 00	s 3 02	388.45	0.97 ... PINE BLUFF.....	k43		s 9 50	s 4 13	s 10 40	10 40	6 53	
11 57PM	8 11	6 11	10 01	3 03	388.78	0.33 ... SOUTH JUNCTION.....				4 06		10 35	6 51	
12 30AM	8 30	6 12	10 02 ¹⁶⁰	3 04	388.88	0.10 CS... PINE BLUFF YARD.COWTY		Yd.		4 05		10 02 ¹⁴⁷	6 50	
12 34	8 33	6 14	10 05	3 06	390.12	1.24 ... B SIDING.....W		88	9 42 ¹⁶⁰	4 03	10 33	9 42 ¹¹⁶	6 45	
12 42	8 41	6 20	f 10 12	3 11	394.72	4.60 P..... FAIRFIELD.....	k49	63	9 37	f 3 56	10 28	9 21	6 35	
12 48	8 47	6 25 ¹⁶⁸	f 10 18	3 15	398.38	3.66 P..... NOBLE LAKE.....	k53	93	9 33	f 3 48	10 24	9 15	6 25 ¹²³	
12 55	8 53 ¹⁶⁰	6 30	f 10 25	3 20	402.53	4.15 P..... MOSCOW.....*	k57	52	9 28	f 3 40	10 19	8 53 ¹⁶¹	6 08	
1 09	9 19 ¹¹⁰	s 6 39	s 10 40	3 28	409.69	7.16 LS..... GRADY.....*	k64	115	w 9 19 ¹⁶¹	s 3 24	10 11	8 30	5 54	
1 20	9 32	d 6 48	f 10 50	3 34	415.09	5.40 P..... VARNER.....*	k70	55	9 12	f 3 14	10 05	8 15	5 45	
1 30	9 40	s 6 55	s 10 58	3 40	420.26	5.17 LS..... GOULD.....W*	k75	100	w 9 06	s 3 05	9 59	8 00	5 35	
1 40	9 48	7 03	11 10	3 45	424.66	4.40 P..... REEDVILLE.....	k79	54	8 58	2 57	9 54	7 40	5 26	
1 46	9 54	s 7 08	s 11 15	k 3 49	427.91	3.25 LS..... DUMAS.....*	k82	54	s 8 54	s 2 51	k 9 50	7 30	5 19	
1 52	9 59	7 15	f 11 25	3 54	431.03	3.12 TP..... PICKENS.....*	k86	93	8 49	f 2 45	9 46	7 10	5 12	
2 01	10 07	7 20	f 11 35	3 59	435.89	4.86 P..... WINCHESTER.....*	k90	54	8 44	f 2 37	9 41	7 00	5 06	
2 10	10 15	7 25	s 11 45	4 04	440.58	4.69 LS..... TILLAR.....*	k95	115	8 39	s 2 28	9 36	6 50	5 00	
2 45AM	10 45AM	s 7 35PM	s 11 59AM	s 4 15AM	447.23	6.65 CS..... McGEHEE...COWTY	c432	Yd.	8 30AM	2 15PM	9 28PM	6 30AM	4 45PM	
Daily	Daily	Daily	Daily	Daily		101.93			Daily	Daily	Daily	Daily	Daily	

MONROE DISTRICT—MCGEHEE TO TEXMO JUNCTION

TIME TABLE

TRAINS SOUTHWARD

No. 14

AUGUST 18, 1940

FIRST CLASS

SECOND CLASS

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS					SECOND CLASS				
			101	823	123	275	169	853	155	361	153	
			Passenger	Local Passenger	Passenger	Red Ball Freight	Red Ball Freight	Mixed	Mixed	Red Ball Freight	Mixed	
			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
c432	408.12	CS. McGEHEE O&WYT	4 25AM		7 45PM		5 00AM	6 45AM	8 00AM	11 30AM		
c435	411.95	MASONVILLE	4 31		7 51		5 10	6 55	8 19 ¹¹⁶	11 40		
c439	415.69	LS. DERMOTT s	4 37		7 58		5 22	7 05AM	8 45	11 48		
c446	422.06	P. HUDSPETH	4 45		8 07		5 32		8 55	11 58AM		
c451	427.43	TP. BOYDELL *	4 51		8 13		5 40		9 05	12 05PM		
c456	432.14	LS. MONTROSE {Hamburg District Crossing} OW s	5 01		8 23		5 48		9 30	12 12		
c460	436.43	LS. PORTLAND * b	5 07		8 36 ¹⁰²		5 55		10 05	12 19		
c464	440.16	P. SUNSHINE	5 11		8 41		6 01		10 15	12 25		
c469	445.01	LS. PARKDALE *	5 16		8 50		6 08		10 30	12 32		
c473	449.35	LS. WILMOT *W	5 21		9 00		6 15		10 50	12 39		
c476	452.53	P. KIMBALL, ARK.	5 25		9 06 ³⁶⁰		6 20		10 57	12 44		
c481	457.25	P. JONES, LA. *	5 30		9 12		6 27		11 05	12 51		
c484	460.82	LS. BONITA *	5 34		9 18		6 33		11 15	12 57		
c491	467.23	P. GALION *	5 41		9 26		7 06 ¹¹⁶		11 25	1 07		
c497	473.55	LS. MER ROUGE * j	5 49		9 36		7 15		11 45AM	1 17 ¹⁵⁴		
c505	481.04	CS. COLLINSTON (Gurdon Dist. Crossing) OWY s	6 05	7 25PM ³⁶⁰	9 50 ³⁷⁰	5 00AM	7 45		12 30PM ¹⁵⁴	1 30 ¹⁶⁸		
c507	483.53	P. WINDSOR	6 09	7 28	9 53	5 05	7 51		12 35	1 34		
c510	486.63	P. WHAM	6 13	7 37 ¹⁰²	9 58	5 15	8 00		12 40	1 40		
c515	491.80	LS. SWARTZ *	6 19	7 45	10 04	5 22	8 25		1 01 ¹⁶⁸	1 50		
c519	495.87	P. SICARD	6 24 ¹¹⁶	7 50	10 10	5 28	8 45		1 10	2 05		
500.96		CS. MONROE JCT. Y. & M. V. Crossing. Y				5 35 ¹⁶⁰					3 50PM	
c525	501.56	CS. MONROE s	6 32 6 42	8 00PM	10 25 10 35	5 40	9 15		1 20	2 45	3 55	
502.43		P. MONROE YARD O&WT	6 44		10 37	5 45AM	9 45		1 45	2 48	4 00PM	
c530	506.60	P. MA SIDING	6 49		10 42		10 15		1 55	2 55		
c535	511.68	P. FONDALE *	6 55		10 48		10 40 ¹⁵⁴		2 02	3 04		
c540	516.61	P. BOSCO *	7 00		10 53		11 05		2 09	3 12		
c545	521.45	P. COREY	7 05		10 58		11 25		2 16	3 20		
c550	526.29	LS. RIVERTON *	7 10		11 03		11 48AM ¹⁶⁸		2 25	3 28		
528.22		P. DRAW BRIDGE {Ouachita River}										
c554	530.56	LS. COLUMBIA * a	7 20		11 11		12 15PM		2 40	3 37		
c558	535.15	LS. GRAYSON. * n	7 28		11 18		12 40		2 50	3 46		
c561	537.44	LS. CLARKS. *W s	7 35		11 26		1 00		3 00	3 51		
c565	541.48	LS. KELLY *	7 41		11 32		1 15		3 15	4 00		
546.73		O. & N. W. CROSSING										
c572	548.70	LS. OLLA * n	7 50 ¹⁵⁴		11 44		1 35		3 45	4 13		
c576	552.81	LS. URANIA * n	7 55		11 50		1 45		4 00	4 20		
c580	556.55	LS. TULLOS * n	8 00		11 56PM		1 55		4 15	4 26		
c583	559.78	LS. ROCHELLE T. & G. Crossing. * n	8 04		12 02AM		2 05		4 33 ³⁶⁰ ₃₆₁	4 33 ³⁶⁰ ₁₅₅		
c585	561.63	CS. GEORGETOWN L. & A. Crossing. Y s	8 11		12 10		2 10		5 10	4 37		
c593	569.43	P. HOWCOTT. *W	8 21		12 20		2 25		5 39 ¹⁰²	4 55		
c601	576.97	LS. ANTONIA	8 32		12 32		2 50		6 15 ³⁷⁰	5 29 ¹⁰²		
c605	581.49	TP. POLLOCK. * a	8 40		12 39		3 10		6 40	5 42		
c611	586.97	P. SIMMS *	8 49		12 47		3 35 ³⁶⁰		7 00	5 55 ³⁷⁰		
c616	592.62	LS. TIOGA L. & A. Crossing. * a	8 58		12 55		4 10		7 20	6 15		
595.17		L. & A. CROSSING										
597.82		P. TEXMO JUNCTION	9 06AM		1 05AM		4 30PM		7 40PM	6 35PM		
c623	599.03	CS. ALEXANDRIA s	9 10AM		1 10AM		5 00PM		8 00PM	7 00PM		
		CS. Alexandria Yard. OWYT s										
		NEW ORLEANS	7 00PM		7 30AM							
	190.91		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	

GURDON DISTRICT—COLLINSTON TO GURDON

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 14 AUGUST 18, 1940		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				816 Local Passenger	848 Local Passenger	822 Local Passenger	842 Local Passenger	896 Local Freight	274 Red Ball Freight	272 Red Ball Freight	890 Local Freight
STATIONS		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday		
Yd. 426.30	CS	GURDON.... OTCWY		s 12 15PM	s 9 35PM						
		1.00									
50 427.30		GURDON YARD			1210 ⁸⁹¹		5 00AM	6 00AM	11 45AM		
		3.85									
42 431.15	P	BA SIDING		12 03PM			4 35	5 20	11 00		
		1.71									
432.86	LS	WHELEN SPRINGS		f 11 59AM	f 9 12		4 20	5 05	10 45		
		4.80									
35 437.66	LS	READER		f 11 51	f 9 04		4 05 ²⁷¹	4 45	10 15		
		7.13									
56 444.79	LS	CHIDESTER		f 11 38	f 8 51		3 40	4 20 ²⁷¹	9 30		
		7.68									
29 452.47	P	LESTER		f 11 25	f 8 38		3 20	4 05	9 00		
		7.41									
Yd. 459.88	CS	CAMDEN..... W		s 11 13	s 8 26 ²⁷⁵		3 00	3 45	8 45		
		0.98									
460.86		ST. L. S. W. CROSSING									
		2.30									
46 463.16	P	CULLENDALE		11 04	8 17		2 28	3 10	7 38 ⁸²¹		
		2.29									
29 465.45		TATE		11 00	8 13		2 20	3 05	6 30		
		3.64									
30 469.09	P	ELLIOTT		f 10 54	f 8 07		2 10	2 58	6 20		
		4.72									
58 473.81		AN SIDING		10 46	8 01		1 57	2 48	6 08		
		0.69									
474.50	LS	LOUANN		s 10 44	s 7 59		1 55	2 46	6 05		
		1.93									
Yd. 476.40	P	GRIFFIN..... *Y		f 10 41	f 7 56		1 50	2 42	6 00		
		1.89									
45 478.29		DH SIDING		10 38	7 53		1 43	2 38	5 53 ²⁷¹		
		0.60									
Yd. 478.89	LS	SMACKOVER		s 10 37	s 7 52		1 40	2 35	5 40		
		1.71									
Yd. 480.60	P	KENOVA..... W		10 30	7 45		1 25	2 27	5 15		
		3.15									
46 483.75	P	FX SIDING		10 25	7 40		1 18	2 20	5 07		
		0.80									
484.55	LS	NORPHLET		s 10 23	s 7 38		1 15	2 18	5 05		
		2.95									
71 487.50	P	RG SIDING		10 18	7 33		1 05	2 11	4 58		
		4.75									
Yd. 492.25	CS	EL DORADO...TOCWY		s 10 00AM	10 10AM	7 25PM	5 05PM ⁸²³	12 30AM ²⁷⁵	2 00AM	4 45AM	
		6.61									
45 498.86	P	NICK SPRINGS		f 9 42			4 50	10 50PM			
		4.58									
45 503.44	P	LAWSON		s 9 33			4 40	10 35			
		3.40									
506.84	LS	URBANA		s 9 26			4 30				
		1.29									
43 508.13		PAYNE		f 9 23			4 10	10 20			
		4.73									
55 512.86	LS	STRONG		s 9 15			3 50	10 05			
		5.30									
36 518.16		LAPILE		s 9 02 ⁸⁹⁷			3 25	9 50			
		5.00									
523.16		L. & P. B. CROSSING									
		0.01									
523.17		DOLLAR JUNCTION		f 8 53							
		1.82									
Yd. 524.99	P	FELSENTHAL..... WY		s 8 50			3 10	9 35			
		2.71									
527.70	P	DRAW BRIDGE (Ouchita River)									
		3.09									
36 530.79		CD SIDING		8 34			2 47	9 15			
		3.71									
534.50	P	CROSSETT LBR. CO., CONN									
		1.58									
56 536.08	P	WHITE, ARK		s 8 25			2 32	9 00			
		7.02									
56 543.10	P	STEVENSON, LA		f 8 13			2 15	8 40			
		4.85									
44 547.95	P	W SIDING		8 05			2 00	8 30			
		5.04									
552.99	P	A. & L. M. CROSSING									
		6									
45 553.64		BASTROP..... Y		s 7 55		s 8 05PM	1 40	7 35			
		6.79									
560.43		MONROE DIST. CROSSING									
		0.01									
Yd. 560.44	S	COLLINSTON..... OWY		7 35AM		7 50PM	12 01PM	7 20PM ⁸²³			
		134.14		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Monday	Daily Ex. Sunday	

560.44
492.25
68.19
20.00
19
88

8

FERRIDAY DISTRICT—BETWEEN COLLINSTON AND VIDALIA

TRAINS SOUTHWARD					TIME TABLE No. 14 AUGUST 18, 1940		TRAINS NORTHWARD					
SECOND CLASS			FIRST CLASS				FIRST CLASS		SECOND CLASS			
397 Local Freight	967 L. & A. No. 51 Freight	893 Local Freight	341 Local Passenger	841 Local Passenger			342 Local Passenger	842 Local Passenger	968 L. & A. No. 52 Freight	396 Local Freight	892 Local Freight	
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Miles from St. Louis	Station Numbers	Siding Capacity in Cars	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
		4 30AM		7 40AM	560.44	CS.....			7 00PM			2 00AM
	f	4 45	s	7 55	567.58	TP.....			6 45		f	1 40
					577.85							
	s	5 15	s	8 20	577.91	LS.....			6 20		s	1 15
	f	5 27	f	8 30	583.65	P.....			6 07		f	12 45
	f	5 34	f	8 38	586.80				6 00		f	12 37
		5 45	s	8 45	589.60	TP.....			5 50			12 30
					591.15	P.....						
	f	6 00	s	8 54	593.55				5 42		f	12 15
		6 02		8 57	594.37	P.....			5 39			12 12AM
	s	6 30	s	9 15	600.39	LS.....			5 30		s	11 59PM
	f	6 55	s	9 33	609.51	TP.....			5 03		f	11 15
	f	7 15	s	9 42	614.41	LS.....			4 52		f	11 00
	s	8 00	s	9 58	623.50	LS.....			4 35		s	10 25
	f	8 15	f	10 08	630.19	P.....			4 21		f	10 07
					635.90							
	s	9 00	s	10 21	636.08	LS.....			4 10		s	9 50
5 40PM		9 05	10 35AM	10 24	637.21	P.....			3 50PM	4 05	6 15AM	9 45
s 6 00PM		s 9 30AM	s 10 50AM	s 10 35	642.78	LS.....			3 40PM	s 3 55	6 00AM	9 30PM
				s 10 55						s 3 35		
					643.23							
					643.43				3 30	6 27AM		
	10 04AM			10 57	643.43				3 15PM	6 00AM		
	10 30AM		s	11 15AM	651.59	LS.....						
Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily					Daily	Daily	Daily	Daily Except Sunday

BENTON DISTRICT—BETWEEN BN JCT. AND PB JCT.

TRAINS SOUTHWARD		TIME TABLE No. 14 AUGUST 18, 1940		TRAINS NORTHWARD	
SECOND CLASS				SECOND CLASS	
855 Mixed	Miles from St. Louis			854 Mixed	Miles from St. Louis
Daily Ex. Sunday		Station Numbers	Siding Capacity in Cars	Daily Ex. Sunday	
9 30AM	368.73	CS.....		5 10PM	
	368.33			5 00PM	
	368.67				
f 9 56	375.02			f 4 30	
f 10 12	381.53			f 4 05	
s 10 35	390.27	LS.....		s 3 35	
f 11 00	397.18			f 2 57	
s 11 15	401.55			s 2 42	
f 11 20	403.05			f 2 37	
f 11 25	404.69			f 2 32	
11 47AM	412.72	P.....		2 05PM	
s 11 59AM	414.08	CS.....		2 00PM	
Daily Ex. Sunday				Daily Ex. Sunday	

WARREN DISTRICT—BETWEEN DERMOTT AND WARREN

TRAINS SOUTHWARD		TIME TABLE No. 14 AUGUST 18, 1940		TRAINS NORTHWARD	
SECOND CLASS				SECOND CLASS	
853 Mixed	Miles from St. Louis			852 Mixed	Miles from St. Louis
Daily Ex. Sunday		Station Numbers	Siding Capacity in Cars	Daily Ex. Sunday	
7 05AM	422.68	LS.....		2 05PM	
s 7 15	426.52			s 1 55	
s 7 25	430.40			s 1 45	
s 7 37	434.03			s 1 30	
s 7 50	438.37			s 1 15	
s 8 45	445.32	LS.....		s 12 50	
	445.54				
s 9 15	454.00	LS.....		s 12 20	
	457.50				
s 10 45AM	461.47	LS.....		12 01PM	
Daily Ex. Sunday				Daily Ex. Sunday	

HUTTIG DISTRICT—BETWEEN FELSENTHAL AND MONROE JCT.

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 14				SECOND CLASS			
153 Mixed		151 Mixed			AUGUST 18, 1940				150 Mixed		152 Mixed	
Daily Ex. Sunday		Daily Ex. Sunday		STATIONS		Daily Ex. Sunday		Daily Ex. Sunday				
		1 00PM	9 10AM	524.77	FELSENTHAL.....OWY	E98	Yd.	8 25AM	8 12 45PM		
		8 1 10	8 9 25	527.22	LS.....	HUTTIG, ARK.....YW	F 3	25	8 8 15	8 12 35		
		8 1 20	8 9 35AM	530.37	P.....	LITROE, LA.....	F 6		8 7 55	8 12 25PM		
		8 1 40		537.40		DEAN.....	F13	23	8 7 30			
		8 2 05		542.85	P.....	HAILE.....	F18	24	8 7 10			
		8 2 25		548.72		SPENCER.....	F24	33	8 6 50			
				553.77		DRAW BRIDGE {Ouachita River						
		8 2 55		554.04	LS.....	STERLINGTON.....W	F30		8 6 30			
		f 3 10		557.97		PHILLIPS.....	F33		f 6 12			
		f 3 20		561.56		LAMKIN.....	F37	28	f 6 01			
		f 3 30		564.94		DEVAN.....	F40		f 5 50			
		8 3 45		568.06		NORTH MONROE.....	F43		8 5 40			
				568.18		A. & L. M. CROSSING.....						
		3 50PM		568.69	P.....	MONROE JUNCTION.....Y			5 35AM			
		Daily Ex. Sunday	Daily Ex. Sunday			43.92			Daily Ex. Sunday	Daily Ex. Sunday		

FARMVILLE DISTRICT—BETWEEN LITROE AND FARMVILLE						
TRAINS SOUTHWARD	Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 14				SECOND CLASS
151 Mixed		AUGUST 18, 1940				152 Mixed
Daily Ex. Sunday	STATIONS		Daily Ex. Sunday			Daily Ex. Sunday
9 35AM	530.37	P.....	LITROE.....	F 6		8 12 25PM
8 10 00	538.44	LS.....	MARION.....	EH 8	50	8 11 55AM
8 10 40AM	552.00	LS.....	FARMVILLE....YW	EH22	23	11 15AM
Daily Ex. Sunday			21.63			Daily Ex. Sunday

ARKANSAS CITY DISTRICT—BETWEEN TRIPPE JCT. AND ARKANSAS CITY						
TRAINS SOUTHWARD	Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 14				SECOND CLASS
895 Local Freight		AUGUST 18, 1940				894 Local Freight
Daily Ex. Sunday	STATIONS		Daily Ex. Sunday			Daily Ex. Sunday
1 22PM	412.18	P.....	TRIPPE JUNCTION.....	K106A		f 7 10AM
8 1 45PM	420.06	D.....	ARKANSAS CITY....Y	KD 7	Yd.	6 45AM
Daily Ex. Sunday			7.88			Daily Ex. Sunday

HAMBURG DISTRICT—BETWEEN MONTROSE AND CROSSETT						
TRAINS SOUTHWARD	Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 14				SECOND CLASS
851 Mixed		AUGUST 18, 1940				850 Mixed
Daily Ex. Sunday	STATIONS		Daily Ex. Sunday			Daily Ex. Sunday
9 00AM	443.58	LS.....	MONTROSE.....OWY	C456		8 4 00PM
	443.59	MONROE DIST. CROSSING.....			
f 9 15	449.16		THEBES.....	CM25		f 3 30
8 9 30	451.43		SNYDER.....	CM27		8 3 15
8 9 55	456.00		MIST.....	CM32		8 2 35
f 10 05	459.43		WALLACE.....	CM35		f 2 20
8 11 10	462.75	LS.....	HAMBURG.....	CM39	22	8 2 00
f 11 35	469.01		BOVINE.....	CM45	32	f 1 20
	474.18		A. & L. M. JUNCTION.....			
	474.19		C. R. I. & P. CROSSING.....			
8 11 59AM	474.52	LS.....	CROSSETT.....WY	CM50	Yd.	1 00PM
Daily Ex. Sunday			30.94			Daily Ex. Sunday

EUDORA DISTRICT—BETWEEN EUDORA AND DELHI						
TRAINS SOUTHWARD	Miles from St. Louis	TIME TABLE		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS		No. 14				SECOND CLASS
857 Mixed		AUGUST 18, 1940				856 Mixed
Daily Ex. Sunday	STATIONS		Daily Ex. Sunday			Daily Ex. Sunday
11 30AM	446.81	LS.....	EUDORA.....O;WY	K141	Yd.	8 10 00AM
f 11 45	451.07		INDIAN, ARK.....	KE 4	20	f 9 40
8 11 59AM	455.15		KILBOURNE, LA.....	KE 8	65	8 9 25
8 12 15PM	460.21		TERRY.....	KE14	59	8 9 10
8 1 00	465.48	LS.....	OAK GROVE.....	KE19	60	8 8 55
8 1 15	470.53	TP.....	FOREST.....	KE24	20	8 8 20
8 1 30	474.29		PIONEER.....	KE28		8 7 55
8 1 45	478.71	TP.....	DARNELL.....	KE32	29	8 7 42
8 2 00	484.01	LS.....	EPPS.....	KE37	37	8 7 27
f 2 20	488.08		CUTBERT.....	KE41		f 7 15
8 2 45PM	494.27	LS.....	DELHI.....WY	KE48	37	7 00AM
Daily Ex. Sunday			47.46			Daily Ex. Sunday

SPECIAL INSTRUCTIONS

1. All Northward trains are superior to trains of the same class in the opposite direction, except:

Gurdon District: No. 897 is superior to No. 896.

Hamburg District: No. 851 is superior to No. 850.

Benton District: No. 855 is superior to No. 854.

Warren District: No. 853 is superior to No. 852.

Huttig District: No. 151 is superior to No. 152.

Farmerville District: No. 151 is superior to No. 152.

2. MAXIMUM SPEED:

	Miles Per Hour	
	Passenger Trains	Freight Trains
Pine Bluff District	60	45
Monroe District:		
Between McGehee and Riverton.....	60	45
Between Riverton and Grayson.....	50	45
Between Grayson and Howcott.....	55	45
Between Howcott and Simms.....	50	45
Between Simms and Texmo Jct.....	55	45
Gurdon District.....	45	30
Lake Providence District.....	45	30
5500 Class Engines.....	35	..
Ferriday District.....	45	30
5500 Class Engines.....	35	..
Huttig District.....	30	25
Farmerville District.....	30	20
Benton District.....	35	25
Arkansas City District.....	30	20
Hamburg District.....	30	20
Warren and Eudora Districts.....	35	25

3. SPEED RESTRICTIONS: (Where maximum speed is less, such restrictions will be observed)

Little Rock: Between North Little Rock and Rock Street Junction, East Little Rock via Junction Bridge.	10	10
Arkansas River: Junction bridge, Mile Post 345.02.	5	5
East Little Rock: Over C. R. I. & P. Crossing.....	20	20
Over East Sixth Street Viaduct, Mile Post 347, Pole 16.....	20	20
North Junction: Through No. 10 turn out	10	10
South Junction: Through No. 10 turn out.....	10	10
All trains move at restricted speed between PB Junction, Mile Post 387.09, and South Junction, Mile Post 388.78.		
Dumas: No. 101 Sunday to discharge mail	20	..
City Limits, between hours of 7:00 A. M. and 9:00 P. M.....	25	25

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains
Monroe: All trains and engines must stop at DeSiard Street, Huttig District, and proceed only after a member of crew has protected crossing.		
Ouachita River: Over steel span of Bridge 105, Mile Post 528, Pole 4, Locomotives classifying E-45 or less	25	25
Locomotives classifying over E-45.	10	10
Red River: Over steel span of Bridge 171, Mile Post 596, Pole 15, Locomotives classifying E-45 or less	25	25
Locomotives classifying over E-45.	10	10
Alexandria: City Limits.....	25	25
Camden: All trains and engines, except through trains on main track, must stop at Adams Street, and proceed only after a member of crew has protected crossing.		
Ouachita River: Bridge 193, Mile Post 527, Pole 21, Locomotives classifying over E-45.	10	10
Clayton Jct.: Through No. 10 turn out.....	10	10
Concordia Jct.: Through No. 10 turn out.....	10	10
Monticello: All trains and engines must stop at Main Street, and proceed only after a member of crew has protected crossing.		
Where maximum speed will permit locomotives may be operated at the following speed:		
Missouri Pacific Locomotives:		
1 to 172.....	60	60
401 to 487.....	55	55
1201 to 1280.....	63	63
1301 to 1325.....	63	63
1401 to 1571.....	63	63
1701 to 1714.....	55	55
1720 to 1729.....	55	55
1901 to 1925.....	63	63
2303 to 2398.....	55	55
2504 to 2523.....	60	60
2629 to 2651.....	50	50
2707 to 2720.....	60	60
5201 to 5207.....	55	55
5308 to 5316.....	80	80
5321 to 5327.....	90	90
5335 to 5344.....	80	80
5501 to 5540.....	80	80
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80
Diesels:		
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
9000 to 9005.....	35	35
9102 to 9104.....	35	35

SPECIAL INSTRUCTIONS

	Miles Per Hour	
	Passenger Trains	Freight Trains
3. SPEED RESTRICTIONS (Continued):		
G. C. L. & I. G. N. Locomotives:		
301 to 389.....	50	50
941 to 948.....	35	35
1011 to 1040.....	55	55
1051 to 1073.....	55	55
1101 to 1125.....	63	63
1151 to 1161.....	80	80
Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.		
Motor Cars:		
(a) Gas-electric passenger motor cars.....	60	..
(b) Brill passenger motor cars, with mechanical drive.....	45	..
Trains handling:		
Motor Cars, Dead in tow.....	50	50
Pile Drivers.....	..	25
Steam Shovels.....	..	25
Scale Test Cars (handle next to caboose).....	Maximum Frt. Train Speed.	
Wrecking Derricks (Self-propelling).....	..	25
Bridge Derrick Cars (non-revolving), boom connected.....	..	30
Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car 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 or more than 6 inches lateral movement; 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.		
Bridge Derrick Cars (non-revolving), boom disconnected.....	Maximum Frt. Train Speed.	
Bridge derrick cars shipped with boom disconnected and permitted to move at maximum freight train speed must have boom disconnected at inboard connection on derrick car boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.		
Bridge Derrick-Pile Driver (combination machine).....	..	25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick its movement shall be governed by the regulations applying to wrecking derricks. When shipped as a pile driver its movement shall be governed by the regulations applying to pile drivers.		
American Ditchers, self-propelling.....	..	20
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shoved firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.		

	Miles Per Hour	
	Passenger Trains	Freight Trains
3. SPEED RESTRICTIONS (Concluded):		
Locomotive Cranes or Clam Shells.....	..	20
Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.		
American Ditchers, loaded on flat cars.....	..	20
Yard (clam shell) and "Burro" Cranes, loaded on flat cars.....	..	20
Jordan Spreaders and Spreader-Ditchers.....	..	25
Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.		
Rail Unloaders.....	Maximum Frt. Train Speed.	
Rail unloaders must have boom disconnected and stored on car.		
Where maximum speed of freight trains is restricted to 25 miles per hour, or less, trains handling wrecking derricks, pile drivers and Jordan ditchers or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.		
Dead engines with all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders, 25 miles per hour.		
Dead engines with side rods in position, main rods disconnected, 25 miles per hour.		
Dead engines moving backward or with part or all side rods down, 15 miles per hour.		
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent.		
Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.		
Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour. Where conditions are such as to require further restrictions, the Superintendent will issue special instructions covering.		
Engines not equipped with engine trucks, either dead in tow or under steam in road movement, must be moved tender forward.		
Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.		
Locomotive drivers will be blocked only in extreme emergency. When necessary to block front drivers, speed will be restricted to 20 miles per hour; no restriction when necessary to block other drivers.		
Trains and engines must not exceed 10 miles per hour through No. 10 turnouts or cross overs and 30 miles per hour through No. 20 turnouts or cross overs.		

SPECIAL INSTRUCTIONS

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.

Permissible Speed in Miles per hour	Northward				Southward			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

Monroe District:

60	590	00	589	10	60	589	10	590	00
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Gurdon District:

35	456	27	456	13	35	456	13	456	27
20	460	24	458	26	20	458	26	460	24
25	493	12	491	27	25	491	27	493	12
30	553	26	553	9	30	553	9	553	26

Lake Providence District:

20	503	18	503	11	20	503	11	503	18
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Arkansas City District:

5	416	6	415	27	5	415	27	416	6
5	418	6	418	4	5	418	4	418	6

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 Brake-man 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 a 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 Rule 99.

EXPLANATION OF STOPS

- e—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop to receive or discharge revenue passengers, mail or express.
- b—Stop to discharge revenue passengers from Little Rock and beyond and to receive revenue passengers for Alexandria and beyond.
- d—Stop to receive or discharge revenue passengers.
- j—Stop to discharge revenue passengers from Ft. Smith, Memphis, St. Louis and beyond and to receive revenue passengers for New Orleans and Houston and beyond.
- k—Stop to receive or discharge revenue passengers to or from Little Rock or New Orleans and beyond.
- m—Stop to receive or discharge revenue passengers to or from Lake Charles, New Orleans, Memphis, St. Louis and beyond.
- n—Stop to discharge revenue passengers from Monroe and beyond and to receive revenue passengers for Alexandria and beyond.
- w—Stop to receive revenue passengers for Little Rock and beyond.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	0
8.....	7	30
10.....	6	0
12.....	5	0
15.....	4	0
18.....	3	20
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

EXPLANATION OF CHARACTERS:

- C—Coal Station.
 - O—Fuel Oil Station.
 - W—Water Station.
 - Y—Wye Track.
 - T—Turntable.
 - ¶—Meal Station.
 - §—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service specified by Bulletin Order).
 - P—Telephone Communication only.
 - TP—Telegraph or Telephone Office not a Train Order Office.
- Register Stations shown in bold faced type.

LOCATION OF HOSPITAL, EMERGENCY STATIONS, DIVISION RESIDENT, SHOP AND LOCAL SURGEONS

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
HOSPITAL.....	St. Louis, Mo.....	Grand and Shaw Aves.....	/Grand 0500. Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon.....	St. Louis, Mo.....	Grand and Shaw Aves.....	/Grand 0600..... Main 1000.....	34 Broadview Drive.....	Parkview 0674
HOSPITAL.....	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.		
★Dr. George V. Lewis, District Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.....	1801 North Tyler.....	3-2483.
Dr. Theo. Freedman, Visiting Surgeon.....	Little Rock, Ark.....	1310 Lincoln.....	4-5651 and 6221.....	2201 Battery.....	2-4570.
Dr. C. A. Rosenbaum, Asst. to Dist. Surgeon.....	Little Rock, Ark.....	Donaghey Bldg.....	2-1618.....	4723 Crestwood.....	3-2442.
★★Dr. Dewell Gann, Local and Dispensary Surgeon.....	Benton, Ark.....	Market Street.....	2.....	Market Street.....	2.
★★Dr. Obie R. Kelly.....	Sheridan, Ark.....	Sheridan.....	4.....	Sheridan.....	16.
EMERGENCY STATION.....	Pine Bluff, Ark.....	Suite 214 National Bldg.....	268.		
★Dr. Luck & Luck, Resident Surgeons.....	Pine Bluff, Ark.....	Suite 214 National Bldg.....	268.....	310 Harding.....	167.
★★Dr. Chas. W. Dixon.....	Gould, Ark.....	Stewart Drug Co.....	45.....	Gould.....	2.
★★Dr. Howard A. Rands.....	Dumas, Ark.....	Dumas.....	39.....	Dumas.....	169.
EMERGENCY STATION.....	McGehee, Ark.....				
★Dr. M. B. Leverett, Division Surgeon.....	McGehee, Ark.....	126 Pine.....	153.....	307 North Fourth.....	356.
Dr. J. C. Chennault.....	McGehee, Ark.....	126 Pine.....	105.....	504 North Second.....	102.
★Dr. E. P. McGehee.....	Lake Village, Ark.....	Lake Village.....	20.....	Lake Village.....	10.
★Dr. J. H. Burge.....	Lake Village, Ark.....	Lake Village.....	20.....	Lake Village.....	10.
★★Dr. S. W. Douglas.....	Eudora, Ark.....	Eudora.....	39.....	Eudora.....	16.
★★Dr. J. P. Davis.....	Lake Providence, La.....	Lake Providence.....	108.....	Fifth & Davis.....	153.
★★Dr. H. C. Sevier.....	Tallulah, La.....	Tallulah.....	147.....	Tallulah.....	115.
★★Dr. A. A. Stafford.....	Newellton, La.....	Newellton.....	44.....	Newellton.....	51.
★★Dr. Joseph Whitaker.....	St. Joseph, La.....	Bank Bldg.....	71-J.....	St. Joseph.....	71-W.
★★Dr. E. Ehler.....	Waterproof, La.....	Waterproof.....	27.....	Waterproof.....	27.
★★Dr. V. MacCammon.....	Arkansas City, Ark.....	Demarke Bldg.....	19.....	Demarke Bldg.....	19.
★★Dr. E. Baker.....	Dermott, Ark.....	118 North Freeman.....	38.....	118 North Freeman.....	38.
★Dr. Stanley M. Gates.....	Monticello, Ark.....	Court House.....	217.....	401 South Main.....	17.
★★Dr. E. D. Butler.....	Oak Grove, La.....	Oak Grove.....	22.....	Oak Grove.....	105.
★★Dr. Lewis C. Barnes.....	Hamburg, Ark.....	Lincoln Street.....	112.....	Hamburg.....	21.
★★Dr. G. W. Fletcher.....	Montrose, Ark.....	Montrose.....		Montrose.....	
★★Dr. A. E. Cone.....	Portland, Ark.....	Rear of City Drug Co.....	5.....	Southeast of Depot.....	19.
★★Dr. M. C. Crandall.....	Wilnot, Ark.....	Wilnot.....	31 F 3.....	Wilnot.....	21.
★★Dr. E. M. Clark.....	Mer Rouge, La.....	Mer Rouge.....		Local Phone from Drug Store.....	Mer Rouge..... 28.
HOSPITAL.....	Monroe, La.....	St. Francis Sanitarium.....	451		
★Dr. J. Q. Graves, Division Surgeon.....	Monroe, La.....	320 North Second.....	4400.....	1100 Riverfront.....	703 or 2646.
★Dr. J. G. Snellings.....	Monroe, La.....	320 North Second.....	4400.....	800 Glenmar.....	1458.
Dr. M. W. Hunter.....	Monroe, La.....	Ouachita Bank Bldg.....	1818.....	Hard Times Plantation.....	8940 or 2646
★Dr. G. M. Snellings, Division Surgeon.....	Monroe, La.....	200 DeSiard.....	1495.....	1504 River Front.....	625.
★★Dr. D. O. Sherman.....	Columbia, La.....	Columbia.....	1.....	Columbia.....	85.
★★Dr. J. W. Scott.....	Rochelle, La.....	Rochelle.....	3402.....	Rochelle.....	
EMERGENCY STATION.....	Alexandria, La.....	Baptist Sanitarium.....	1980.		
★Dr. J. A. White, Resident Surgeon.....	Alexandria, La.....	1016 Fourth.....	695.....	1740 Jackson.....	130.
★Dr. J. A. White, Jr., Resident Surgeon.....	Alexandria, La.....	1016 Fourth.....	695.....	1814 Marye.....	407.
★Dr. D. C. McBride.....	Alexandria, La.....	531 DeSoto.....	866.....	1922 White.....	748.
★Dr. M. B. Peares.....	Alexandria, La.....	531 DeSoto.....	866.....	1720 Polk.....	428.
★Dr. W. L. Murrell, Resident Surgeon.....	Alexandria, La.....	Hotel Bentley.....	131.....	Hotel Bentley.....	362.
★Dr. H. H. Hardy, Jr.....	Alexandria, La.....	531 DeSoto.....	886.....	2514 Marye.....	3722
★Dr. R. B. Harrison.....	New Orleans, La.....	806 Hibernia Bank Bldg.....	Main 2321; Main 3249.....	2327 Napoleon.....	
★Dr. Wm. D. Phillips.....	New Orleans, La.....	806 Hibernia Bank Bldg.....	Main 2321; Main 3249.....	479 Audubon.....	Walnut 0218.
EMERGENCY STATION.....	Gurdon, Ark.....	Gurdon.....	26.		
★Dr. C. J. Steed.....	Gurdon, Ark.....	Gurdon.....		Gurdon.....	
★Dr. J. T. McLain, Resident Surgeon.....	Gurdon, Ark.....	Gurdon.....	120.....	Gurdon.....	47.
Dr. C. S. Early, Local and Disp. Surgeon.....	Camden, Ark.....	Rialto Bldg.....	53.....	Camden.....	70.
★Dr. B. V. Powell, Local and Disp. Surgeon.....	Camden, Ark.....	Wright Bldg.....	803.....	418 West Washington.....	50.
★★Dr. W. L. Newton.....	Smackover, Ark.....	Smackover.....	7.....	Smackover.....	6.
★Dr. J. B. Wharton.....	El Dorado, Ark.....	218 Exchange Bldg.....	230.....	484 North Washington.....	40.
★Dr. J. B. Wharton, Jr., Resident Surgeon.....	El Dorado, Ark.....	218 Exchange Bldg.....	230.....	484 North Washington.....	40.
★Dr. F. O. Mahony.....	El Dorado, Ark.....	Hilton Bldg.....	62.....	532 Champagnolle.....	431
★★Dr. William V. Garnier.....	Bastrop, La.....	Garnier Clinic.....	94.....	Morehouse Hospital.....	94.
Dr. Frank B. Ogden.....	Bastrop, La.....	Garnier Clinic.....	94.....	115 Cypress.....	93.
★★Dr. H. F. Mayfield.....	Huttig, Ark.....	Hospital Dept. U. S. Mill.....	18.....	19 B. Street.....	37.
★★Dr. J. G. Taylor.....	Farmerville, La.....	Farmerville.....	57.....	Farmerville.....	57-2.
★★Dr. H. C. Chambers.....	Rayville, La.....	Rayville.....	22.....	Rayville.....	41.
★★Dr. T. M. Sayre.....	Rayville, La.....	Rayville.....	22.....	Rayville.....	215.
Dr. H. T. Rogers.....	Winnsboro, La.....	Rogers Clinic.....	75.....	Rogers Clinic.....	75.
★★Dr. J. D. Rogers.....	Winnsboro, La.....	Rogers Clinic.....	75.....	Rogers Clinic.....	75.
★Dr. N. L. Sebastian.....	Ferriday, La.....	Ferriday.....	72.....	Railroad Street.....	71.
Dr. H. W. Ratcliffe.....	Ferriday, La.....	Ferriday.....	72.....		71.
★★Dr. Pete E. Magoun.....	Vidalia, La.....	Vidalia.....	11.....	Vidalia.....	37.
Dr. R. D. Sessions.....	Natchez, Miss.....	Natchez Sanitarium.....	98.....	313 Clifton.....	20.

★Medical Examiners for Examination of Applicants under Forms 339, 339-A, 339-B and 339-D.

★★Medical Examiners for Examination only of Maintenance of Way Laborers, (Forms 339-B, 339-D), and other Applicants not required to take color perception tests.

DR. O. B. ZEINERT, Chief Surgeon.