

DIVISION OFFICERS

J. S. BASSETT.....	Superintendent.....	Monroe, La.
R. D. DAY.....	Assistant Superintendent, Little Rock Terminal North Little Rock, Ark.	
F. E. BROMLEY...	Asst. Superintendent, Pine Bluff (including McGehee Yard), Lake Providence (between McGehee and Lake Providence, including Lake Providence Yard), Arkansas City, Eudora and Warren Subdivs.....	McGehee, Ark.
J. E. HARRELL...	Acting Assistant Superintendent, Alexandria Terminal.....	Alexandria, La.
G. W. GRIFFING..	Trainmaster, Monroe (between Monroe and Alexandria, includ- ing Monroe Yard), Huttig and Farmerville Subdivs.....	Monroe, La.
H. J. HICKS.....	Trainmaster, Monroe (between McGehee and Monroe), Collins- ton (between El Dorado and Collinston) and Hamburg Subdivs.	Monroe, La.
J. C. KING.....	Trainmaster, Lake Providence (between Lake Providence and Clayton Jct.), Collinston (between Collinston and Vidalia) Subdivs., Natchez and Southern Railway and Natchez and Louisiana Railway Transfer.....	Ferriday, La.
E. K. HUNT.....	Trainmaster.....	Monroe, La.
C. R. PEDIGO.....	Trainmaster.....	Monroe, La.
P. O. BEDGOOD..	Dispatcher.....	Monroe, La.
H. D. CLEAVER..	Dispatcher.....	Monroe, La.
W. J. CLOVER....	Dispatcher.....	Monroe, La.
J. R. COULTER...	Dispatcher.....	Monroe, La.
T. V. EVANS.....	Dispatcher.....	Monroe, La.
A. E. LOYD.....	Dispatcher.....	Monroe, La.
J. N. PERDUE....	Dispatcher.....	Monroe, La.
M. S. STREETER..	Dispatcher.....	Monroe, La.
H. C. WILSON....	Dispatcher.....	Monroe, La.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

LOUISIANA AND LITTLE ROCK DIVISIONS

TIME TABLE No. 15

Effective 12:01 a. m. Sunday, January 12, 1941

CENTRAL STANDARD TIME

**Superseding Time Table No. 14, dated August 18, 1940,
and all Supplements thereto.**

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 5
DATED NOVEMBER 10, 1940**

**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.

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.

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 and Memphis Alexandria sleepers.
"	" 147	" 4 & 17	9:20 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	9:40 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	7:57 p. m.	15 Min.	For passengers, mail and express.
"	" 823	" 842	7:55 p. m.	30 Min.	" " " " "
Monroe	" 816	" 116	7:35 a. m.	35 Min.	" " " " "
Alexandria	" 116	T. & P. 21	Indefinitely	Indefinitely	For connection.
"	" 102	G. C. L. 102	5:50 p. m.	1 Hr.	" " " " "
"	G. C. L. 101	La. & L. R. 101	Indefinitely	Indefinitely	" " " " "
"	T. P. 26	La. & L. R. 123	Indefinitely	Indefinitely	" " " " "
Eldorado	Ark. 848	La. & L. R. 816	10:45 a. m.	35 Min.	" " " " "
Felsenthal	La. & L. R. 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.	" " " " "
Tallulah	" 341	Y&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 Subdiv.:					
Kearney	371.28	f147	f148		
College Park	383.82	f147	f148		
Tamo	405.68	f147	f148		
Lake Providence Subdiv.:					
Norcross	420.60	f341	f342		
Arkla	453.65	f341	f342	f396	f397
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		
Somerset	516.01	f341	f342	f396	f397
Balmoral	519.41	f341	f342	f396	f397
Denhart	536.33	f341	f342		
Chamblee	541.79	f341	f342	f396	f397
Goldman	544.40	f341	f342	f396	f397
Azucena	549.48	f341	f342	f396	f397
Tanglewood	553.20	f341	f342	f396	f397
Warren Subdiv.:					
Collins	430.40	f852	f853		
Cominto	434.03	f852	f853		
Jeter	440.27	f852	f853		
Tennessee	449.87	f852	f853		
Allis	452.36	f852	f853		
Saline River	457.78	f852	f853		
Hamburg Subdiv.:					
Lloyd	445.40	f850	f851		
Donbey	446.62	f850	f851		
Owens	447.81	f850	f851		
Phelan	453.89	f850	f851		
Eudora Subdiv.:					
Chickasaw	457.78	f856	f857		
Gowan	480.44	f856	f857		
Warden	488.83	f856	f857		

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

Stations	Miles from St. Louis	Train Nos.			
Monroe Subdiv.:					
Jerome	424.85			f154	
Standard	546.90			f156	f157
Selma	563.69			f156	f157
Collinston Subdiv.:					
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
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 Subdiv.:					
Upco	547.51	f150	f153		
Park Spur	553.57	f150	f153		
Lock Arbor	556.28	f150	f153		
Farmville Subdiv.:					
Cecil	533.39	f151	f152		
Quigley	543.12	f151	f152		
DeLoutre	544.95	f151	f152		
Canbeal	547.39	f151	f152		

PINE BLUFF SUBDIV.—BETWEEN LITTLE ROCK AND MCGEE

3

TRAINS SOUTHWARD					Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS		FIRST CLASS							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				
		5 00PM	8 45AM	2 00AM	345.68	LITTLE ROCK-UNION STATION	r346	Yd.	8 11 00AM	8 6 00PM	8 11 45PM		
					345.44	RIVER TRACK CONN.							
					346.23	ASHLEY STREET JCT. (End 2nd Main)							
			8 50		346.28	MAIN STREET STATION	k 1		8 5 52				
					346.31	SCOTT STREET (Detour Jct.)							
					346.43	JUNCTION BRIDGE Detour Crossing							
10 00PM	6 40AM				343.94	CS. NORTH LITTLE ROCK. COWTY	r344	Yd.				2 20PM	8 30PM
					344.53	FOURTH STREET C. R. I. & P. Crossing							
					344.73	WASHINGTON AVENUE (End 2nd Main)							
					345.05	DRAW BRIDGE Arkansas River							
					346.49	ROCK STREET JUNCTION							
					346.92	CS. RI TOWER C. R. I. & P. Crossing							
10 25	6 55	5 10	8 55	2 06	349.17	P. EAST LITTLE ROCK YARD.. W			10 45	5 45	11 30	1 50	8 15
10 32	7 02	5 15	s 9 02	2 11	351.73	LS. SWEET HOME	k 6		10 39	s 5 35	11 25	1 35	8 04
10 37	7 06	5 18	9 06	2 14	354.14	P. HIGGINS	k 8	56	10 35	5 30	11 22	12 55	8 00
10 45	7 12	5 23 ¹⁴⁸	f 9 12	2 18	357.76	P. WRIGHTSVILLE	k 12	93	10 31	f 5 23 ¹²³	11 18	12 40	7 53
10 53	7 20	5 29	f 9 21	2 24	362.86	P. WOODSON	k 17	39	10 25	f 5 08	11 12	12 20	7 45
11 10 ¹⁰²	7 25	5 32	f 9 25	2 26	364.55	P. HENSLEY	k 19	90	10 22	f 5 04	11 10 ¹⁶⁰	12 05PM	7 40
11 20	7 33	5 38	s 9 34	2 31	368.91	LS. REDFIELD	k 23	54	10 17	s 4 55	11 05	11 45AM	7 33
11 28	7 42	5 43	f 9 43	2 36	373.57	P. JEFFERSON SPRINGS	k 28	55	10 12	f 4 45	11 00	11 35	7 25
11 33	7 48	5 47	9 50	2 40	376.90	P. SAMPLES	k 31	90	10 08	4 36	10 56	11 20	7 18
11 40	7 56	5 53	1002 ¹¹⁰	2 45	381.81	P. BALDWIN	k 36	55	1002 ¹⁴⁷	4 27	10 51	11 05	7 10
					387.00	P. PB JUNCTION							
					387.42	ST. L. S. W. CROSSING							
11 50	8 06	6 00	10 12	2 53	387.48	P. NORTH JUNCTION			9 53	4 16	10 43	10 45	7 00
11 55	8 10	s 6 10	s 10 20	s 3 02	388.45	P. PINE BLUFF	k 43		s 9 50	s 4 13	s 10 40	10 40	6 53
11 57PM	8 11	6 11	10 21	3 03	388.78	P. SOUTH JUNCTION				4 06		10 35	6 51
12 30AM	8 30	6 12	1022 ¹⁶⁰	3 04	388.88	CS. PINE BLUFF YARD. COWTY		Yd.		4 05		1022 ¹⁴⁷	6 50
12 34	8 33	6 14	10 25	3 06	390.12	P. B SIDING		88	942 ¹⁶⁰	4 03	10 33	942 ¹¹⁶	6 45
12 42	8 41	6 20	f 10 32	3 11	394.72	P. FAIRFIELD	k 49	63	9 37	f 3 56	10 28	9 21	6 35
12 48	8 47	6 25 ¹⁶⁸	f 10 38	3 15	398.38	P. NOBLE LAKE	k 53	93	9 33	f 3 48	10 24	9 15	6 25 ¹²³
12 55	8 53 ¹⁶⁰	6 30	f 10 45	3 20	402.53	P. MOSCOW	k 57	52	9 28	f 3 40	10 19	8 53 ¹⁶¹	6 08
1 09	9 19 ¹¹⁶	s 6 39	s 11 00	3 28	409.69	LS. GRADY	k 64	115	w 9 19 ¹⁶¹	s 3 24	10 11	8 30	5 54
1 20	9 32	d 6 48	f 11 09	3 34	415.09	P. VARNER	k 70	55	9 12	f 3 14	10 05	8 15	5 45
1 30	9 40	s 6 55	s 11 18	3 40	420.26	LS. GOULD	k 75	100	w 9 06	s 3 05	9 59	8 00	5 35
1 40	9 48	7 03	11 28	3 45	424.66	P. REEDVILLE	k 79	54	8 58	2 57	9 54	7 40	5 26
1 46	9 54	s 7 08	s 11 33	k 3 49	427.91	LS. DUMAS	k 82	54	s 8 54	s 2 51	k 9 50	7 30	5 19
1 52	9 59	7 15	f 11 42	3 54	431.03	TP. PICKENS	k 86	93	8 49	f 2 45	9 44	7 10	5 12
2 01	10 07	7 20	f 11 51AM	3 59	435.89	P. WINCHESTER	k 90	54	8 44	f 2 37	9 39	7 00	5 06
2 10	10 15	7 25	s 12 01PM	4 04	440.58	LS. TILLAR	k 95	115	8 39	s 2 28	9 34	6 50	5 00
2 45AM	10 45AM	s 7 35PM	s 12 15PM	s 4 15AM	447.23	CS. MCGEE...COWTY	c432	Yd.	8 30AM	2 15PM	9 25PM	6 30AM	4 45PM
Daily	Daily	Daily	Daily	Daily		Passenger			Daily	Daily	Daily	Daily	Daily
						Freight							

MONROE SUBDIV.—MCGEHEE TO TEXMO JUNCTION

TRAINS SOUTHWARD

Station Numbers	Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941		FIRST CLASS							SECOND CLASS			
				101	823	123	275	169	155	853	157	361		
				Passenger	Local Passenger	Passenger	Red Ball Freight	Red Ball Freight	Mixed	Mixed	Local Freight	Red Ball Freight		
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		
e432	408.12	CS.	McGEHEE	O&WYT	4 25AM		7 45PM		5 00AM	5 30AM	6 45AM		11 30AM	
e435	411.95		MASONVILLE		4 31		7 51		5 10	5 40	6 55		11 40	
e439	415.69	LS.	DERMOTT		4 37		7 58		5 22	5 50	7 05AM		11 48	
e446	422.06	P.	HUDSPETH		4 45		8 07		5 32	6 00			11 58AM	
e451	427.43	TP	BOYDELL		4 51		8 13		5 40	6 10			12 05PM	
e456	432.14	CS.	MONTROSE	Hamburg Subdiv. Crossing OW	5 01		8 23		5 48	6 30			12 12	
e460	436.43	LS.	PORTLAND		5 07		8 34	102	5 55	6 45			12 19	
e464	440.16	P.	SUNSHINE		5 11		8 41		6 01	6 52			12 25	
e469	445.01	LS.	PARKDALE		5 16		8 50		6 08	6 58			1232 154	
e473	449.35	LS.	WILMOT	*W	5 21		9 00		6 15	7 10			12 39	
e476	452.53	P.	KIMBALL	ARK.	5 25		9 06	300	6 20	7 22	116		12 44	
e481	457.25	LS.	JONES	LA.	5 30		9 12		6 27	7 35			12 51	
e484	460.82	LS.	BONITA		5 34		9 18		6 33	7 42			12 57	
e491	467.23	P.	GALLION		5 41		9 26		7 06	7 55	116		1 07	
e497	473.55	LS.	MER ROUGE		5 49		9 36		7 15	8 15			1 17	
e505	481.01	CS.	COLLINSTON	Collinston Subdiv. Crossing OWY	6 05		7 25PM	300	9 50	5 00AM	7 45	8 55		1 30 168
e507	483.53	P.	WINDSOR		6 09		7 36	102	9 53	5 05	7 51	9 00		1 34
e510	486.63	P.	WEHAM		6 13		7 41		9 58	5 15	8 00	9 10	154	1 40
e515	491.80	LS.	SWARTZ		6 19		7 46		10 04	5 22	8 25	9 25		1 50
e519	495.87	P.	SICARD		6 25	110	7 51		10 10	5 28	8 50	9 40		2 05
e500	496.96	CS.	MONROE JCT. Y. & M. V. Crossing	Y										
e525	501.50	CS.	MONROE		6 35		8 00PM		10 25	5 40	9 15			2 45
e502	502.43	P.	MONROE YARD	O&WT	6 48		10 37		5 45AM	9 45	10 15AM		7 30AM	2 48
e530	506.60	P.	MA SIDING		6 53		10 42		10 15			f 7 40		2 55
e535	511.08	LS.	FONDALE		6 59		10 48		10 48			f 7 47		3 04
e540	516.61	P.	BOSCO		7 04		10 53		11 05			f 7 55		3 12
e545	521.45	P.	COREY		7 09		10 58		11 25			f 8 02		3 20
e550	526.29	LS.	RIVERTON		7 14		11 03			11 48AM	108		f 8 10	3 28
e528	528.22	P.	DRAW BRIDGE	Ouachita River										
e554	530.56	LS.	COLUMBIA		7 24		11 11			12 15PM	150		f 8 30	3 37
e558	535.15	LS.	GRAYSON		7 31		11 18		12 40			f 8 40		3 46
e561	537.44	LS.	CLARKS	W	7 38		11 26		1 00			f 9 00		3 51
e565	541.48	LS.	KELLY		7 45		11 32		1 15			f 9 15		4 00
e546	546.73		O. & N. W. CROSSING											
e572	548.70	LS.	OLLA		7 55		11 44		1 35			f 9 40		4 13
e576	552.81	LS.	URANIA		8 00		11 50		1 45			f 10 00	156	4 20
e580	556.55	LS.	TULLOS		8 05		11 56PM		1 55			f 10 20		4 26
e583	559.78	LS.	ROCHELLE T. & G. Crossing		8 10		12 02AM		2 05			f 10 40	168	4 33 360
e585	561.63	CS.	GEORGETOWN	L & A Crossing Y	8 18	156	12 10		2 10			f 11 30		4 37
e593	569.43	LS.	HOWCOTT	W	8 28		12 20		2 25			f 11 59AM		4 55
e601	576.97	LS.	ANTONIA		8 39		12 32		2 50			f 12 30PM		5 21 102
e605	581.49	TP	POLLOCK		8 47		12 39		3 10			f 12 45		5 42
e611	586.97	CS.	SIMMS		8 56		12 47		3 35	360		f 1 15		5 55
e616	592.62	LS.	TIOGA	L & A Crossing	9 06		12 55		4 10			f 1 50		6 15
e595	595.17		L. & A. CROSSING											
e597	597.82	P.	TEXMO JUNCTION		9 15AM	168	1 05AM		4 30PM			2 20PM		6 35PM
e623	599.03	CS.	ALEXANDRIA		9 20AM		1 10AM					f 2 30		
		CS.	Alexandria Yard	OWYT					5 00PM			f 2 45PM		7 00PM
			NEW ORLEANS		7 00PM		7 30AM							
			190.91		Daily		Daily		Daily		Daily	Daily Ex. Sunday		Daily

MONROE SUBDIV.—TEXMO JUNCTION TO MCGEHEE

Sliding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941		TRAINS NORTHWARD									
				FIRST CLASS			SECOND CLASS						
				116 Passenger	816 Local Passenger	102 Passenger	156 Local Freight	852 Mixed	154 Mixed	168 Red Ball Freight	274 Red Ball Freight	360 Red Ball Freight	
STATIONS		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily			
Yd. 408.12	CS.	McGEHEE	O&WYT	8 25AM		9 15PM		2 30PM	3 20PM	4 00PM		10 55PM	
94 411.95		MASONVILLE		8 19		9 09		2 20	2 55	3 36		10 30	
96 415.69	LS.	DERMOTT		8 12		9 02		2 10PM	2 45	3 28		10 20	
77 422.06	P.	HUDSPETH		8 05		8 54			2 15	3 18		10 10	
115 427.43	TP.	BOYDELL		7 59		8 48			2 00	3 08		10 01	
90 432.14	CS.	MONTROSE	Hamburg Subdiv. Crossing	7 50		8 39			1 30	2 58		9 54	
93 436.43	LS.	PORTLAND		7 44		8 34	123		1 00	2 49		9 48	
77 440.16	P.	SUNSHINE		7 38		8 29			12 40	2 43		9 42	
115 445.01	LS.	PARKDALE		7 33		8 24			1232PM ³⁶¹	2 35		9 35	
93 440.35	LS.	WILMOT		7 27		8 19			11 50AM	2 27		9 20	
78 452.53	P.	KIMBALL, ARK.		7 22	155	8 15			11 30	2 22		9 06	
93 457.25	LS.	JONES, LA.		7 17		8 10			11 10	2 14		8 51	
54 460.82	LS.	BONITA		7 13		8 06			10 50	2 07		8 45	
115 467.23	P.	GALION		7 06	160	7 59			10 30	1 56		8 35	
103 473.55	LS.	MER ROUGE		6 59		7 52			10 20	1 45		8 25	
93 481.04	CS.	COLLINSTON	Collinston Subdiv. Crossing	6 50		7 30AM	360		9 50	1 30	361	6 45PM	7 50 ¹⁰² 7 15 ⁸²³
35 483.53	P.	WINDSOR		6 41		7 26	823		9 20	1 15		6 37	7 00
78 486.63	P.	WHAM		6 37		7 22			9 10	1 10		6 31	6 51
96 491.80	LS.	SWARTZ		6 31		7 15			8 58	1 01		6 23	6 43
93 495.87	P.	SICARD		6 25	101	7 08			8 50	1 09		6 15	6 36
500.96	CS.	MONROE JCT. Y. & N. V. Crossing	Y										
Yd. 501.56	CS.	MONROE		6 15 6 05		7 00AM			8 35	12 45		6 05	6 25
Yd. 502.43	P.	MONROE YARD	O&WYT	6 02		7 01		2 00PM		8 30AM		6 00PM	6 20
90 506.60	P.	MA SIDING		5 57		6 56		f 1 40		12 18			6 05
89 511.68	LS.	FONDALE		5 51		6 50		f 1 30		12 10			5 57
89 516.61	P.	BOSCO		5 46		6 45		f 1 20		12 02PM			5 50
88 521.45	P.	COREY		5 41		6 40		f 1 10		11 54AM			5 43
90 526.29	LS.	RIVERTON		5 36		6 35		f 1 00		11 48	160		5 35
528.22	P.	DRAW BRIDGE	Ouachita River										
67 530.56	LS.	COLUMBIA		5 29		6 28		f 1215PM ¹⁶⁰		11 38			5 24
94 535.15	LS.	GRAYSON		5 23		6 22		f 11 55AM		11 30			5 15
537.44	LS.	CLARKS		5 20		6 18		s 11 45		11 25			5 09
90 541.48	LS.	KELLY		5 12		6 10		f 1116	168	1116	156		5 02
546.73		O. & N. W. CROSSING											
98 548.70	LS.	OLLA		5 02		6 00		s 10 30		11 00			4 53
67 552.81	LS.	URANIA		4 57		5 55		s 1000	157	10 53			4 46
556.55	LS.	TULLOS		4 52		5 50		s 9 30		10 46			4 40
107 559.78	LS.	ROCHELLE	T. & G. Crossing	4 47		5 45		s 9 00		10 40	157		4 33
68 561.63	CS.	GEORGETOWN	L. & A. Crossing	4 43		5 40		s 818	101	10 37			4 20
93 569.43	LS.	HOWCOTT		4 34		5 31		f 8 00		10 25			4 07
93 576.97	LS.	ANTONIA		4 24		5 21	361	f 7 45		10 13			3 55
67 581.49	TP.	POLLOCK		4 19		5 15		f 7 30		10 03			3 45
93 586.97	CS.	SIMMS		4 12		5 08		f 7 20		9 55			3 35
85 592.62	LS.	TIOGA	L. & A. Crossing	4 06		5 02		f 7 00		9 44			3 27
595.17		L. & A. CROSSING											
597.82	P.	TEXMO JUNCTION		3 58AM		4 54PM		6 45AM		9 20AM ¹⁰¹			3 12PM
Yd. 599.03	CS.	ALEXANDRIA		3 55AM		4 50PM		s 6 40					
		CS Alexandria Yard	O&WYT					6 30AM		9 00AM			3 00PM
		NEW ORLEANS		10 30PM		8 55AM							
		190.91		Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily

COLLINSTON SUBDIV.—EL DORADO TO VIDALIA

Station Numbers	Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941	TRAINS SOUTHWARD								
			FIRST CLASS			SECOND CLASS					
			841 Local Passenger	341 Local Passenger	823 Local Passenger	275 Red Ball Freight	893 Local Freight	897 Local Freight	967 L. & A. No. 51 Freight	397 Local Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	
e66	492.25	CS..... EL DORADO...TCOWY			5 10PM ⁸⁹⁶		12 30AM		7 30AM		
		6.61									
e72	498.86	P..... NICK SPRINGS			f 5 22		12 50		7 45		
		4.58									
e77	503.44	P..... LAWSON			s 5 30		1 05		7 55		
		3.40									
e80	506.84	LS..... URBANA			s 5 36		1 15		8 01		
		1.29									
e82	508.13	..... PAYNE			f 5 40		1 20		8 05		
		4.73									
e86	512.86	LS..... STRONG			s 5 49		1 35		8 20		
		5.30									
e92	518.16	..... LAPILE			s 6 00		1 50		9 02 ⁸¹⁶		
		5.00									
	523.16	..... L. & P. B. CROSSING									
		0.01									
e97	523.17	..... DOLLAR JUNCTION			f 6 08						
		1.82									
e98	524.99	P..... FELSETHAL.....WY			s 6 13		2 25		9 40		
		2.71									
	527.70	P..... DRAW BRIDGE/Ouachita									
		3.09									
		River									
e104	530.79	..... CD SIDING			6 23		2 40		10 00		
		3.71									
	534.50	P..... CROSSETT LBR. CO. CONN.									
		1.58									
e110	536.08	P..... WHITE, ARK.			s 6 33		2 55		10 15		
		7.02									
e117	543.10	P..... STEVENSON, LA.			f 6 45		3 10		10 30		
		4.85									
e121	547.95	P..... W SIDING			6 52		3 25		10 45		
		5.04									
	552.99	P..... A. & L. M. CROSSING									
		0.65									
e127	553.64	LS..... BASTROP.....Y	5 35AM		s 7 05		4 05		11 10		
		6.79									
	560.43	..... MONROE SUBDIV. CROSSING									
		0.01									
e505	560.44	CS..... COLLINSTON.....OWY	s (550 740) ⁸¹⁶		s 7 20PM ^{(842) 274}		4 30AM	4 30AM	11 30AM		
		7.14									
e141	567.58	TP..... OAK RIDGE	s 7 55				f 4 45				
		10.27									
	577.85	..... Y. & M. V. CROSSING									
		0.06									
e151	577.91	LS..... RAYVILLE	s 8 20				s 5 15				
		5.74									
e157	583.65	P..... DEHLCO	f 8 30				f 5 27				
		3.15									
e160	586.80	..... ARCHIBALD	f 8 38				f 5 34				
		2.80									
e163	589.60	TP..... MANGHAM	s 8 45				f 5 45				
		1.55									
e165	591.15	P..... TANK.....W									
		2.40									
e167	593.55	..... BASKIN	s 8 54				f 6 00				
		0.82									
	594.37	P..... KX SIDING	8 57				6 02				
		6.03									
e174	600.39	LS..... WINNSBORO	s 9 15				s 6 30				
		9.12									
e183	609.51	TP..... GILBERT	s 9 33				f 6 55				
		4.90									
e188	614.41	LS..... WISNER.....W	s 9 42				f 7 15				
		9.09									
e197	623.50	LS..... SICILY ISLAND	s 9 58				s 8 00				
		6.69									
e204	630.19	P..... GREENVILLE	f 10 08				f 8 15				
		5.71									
	635.90	..... DRAW BRIDGE/Tensas									
		0.18									
		River									
e210	636.08	LS..... CLAYTON	s 10 21				s 9 00				
		1.13									
e211	637.21	P..... CLAYTON JUNCTION	10 24	10 35AM			9 05				5 40PM
		5.57									
e216	642.78	LS..... FERRIDAY.....OWTY	f 10 35	s 10 50AM			s 9 30AM				s 6 00PM
		0.65									
e217	643.43	..... CONCORDIA JUNCTION	10 57						10 04AM		
		8.16									
e226	651.59	LS..... VIDALIA.....WY	s 11 15AM						10 30AM		
		159.34	Daily	Daily	Daily		Daily	Daily Ex. Monday	Daily Ex. Sunday	Daily	Daily Ex. Sunday

COLLINSTON SUBDIV.— VIDALIA TO EL DORADO

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941	TRAINS NORTHWARD									
			FIRST CLASS			SECOND CLASS						
			816 Local Passenger	342 Local Passenger	842 Local Passenger	968 L. & A. No. 52 Freight	396 Local Freight	896 Local Freight	274 Red Ball Freight	892 Local Freight		
STATIONS	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday				
Yd. 492.25	CS	EL DORADO	TOC	WY	s 10 00AM					5 05PM ⁸²³	11 30PM	
		6.61										
45498.86	P	NICK SPRINGS			f 9 42					4 50	10 50PM	
45503.44	P	LAWSON			s 9 33					4 40	10 35	
506.84	LS	URBANA			s 9 26					4 30		
43508.13		PAYNE			f 9 23					4 10	10 20	
55512.86	LS	STRONG			s 9 15					3 50	10 05	
36518.16		LAPILE			s 9 02	897				3 25	9 50	
523.16		L. & P. B. CROSSING										
523.17		DOLLAR JUNCTION			f 8 53							
Yd. 524.99	P	FELSENTHAL		WY	s 8 50					3 10	9 35	
527.70	P	DRAW BRIDGE	Ouachita									
			River									
36530.79		CD SIDING			8 34					2 47	9 15	
534.50	P	CROSSETT LBR. CO., CONN.										
56536.08	P	WHITE, ARK.			s 8 25					2 32	9 00	
56543.10	P	STEVENSON, LA.			f 8 13					2 15	8 40	
44547.95	P	W SIDING			8 05					2 00	8 30	
552.99	P	A. & L. M. CROSSING										
45553.64	LS	BASTROP		Y	s 7 55					1 40	7 35	
560.43		MONROE SUBDIV. CROSSING										
Yd. 560.44	CS	COLLINSTON		OWY	7 35AM ⁸⁴¹					12 01PM	7 20PM ⁸²³ ⁸⁴²	s 2 00AM
		7.14										
65567.58	TP	OAK RIDGE										f 1 40
577.85		Y. & M. V. CROSSING										
65577.91	LS	RAYVILLE			s 6 20							s 1 15
65583.65	P	DEHLCO			f 6 07							f 12 45
586.80		ARCHIBALD			f 6 00							f 12 37
65589.60	TP	MANGHAM			s 5 50							f 12 30
591.15	P	TANK		W								
593.55		BASKIN			f 5 42							f 12 15
65594.37	P	KX SIDING			5 39							12 12AM
35600.39	LS	WINNSBORO			s 5 30							s 11 59PM
609.51	TP	GILBERT			s 5 03							f 11 15
65614.41	LS	WISNER		W	s 4 52							f 11 00
623.50	LS	SICILY ISLAND			s 4 35							s 10 25
20630.19	P	GREENVILLE			f 4 21							f 10 07
835.90		DRAW BRIDGE	Tensas									
			River									
65636.08	LS	CLAYTON			s 4 10							s 9 50
637.21	P	CLAYTON JUNCTION								6 15AM		9 45
Yd. 642.78	LS	FERRIDAY		OWTY						6 00AM		9 30PM
		0.65										
643.43		CONCORDIA JUNCTION										
Yd. 651.59	LS	VIDALIA		WY								
		159.34			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday

8 LAKE PROVIDENCE SUBDIV.—BETWEEN McGEHEE AND CLAYTON JCT.

TRAINS SOUTHWARD			Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS						FIRST CLASS	SECOND CLASS	
895 Local Freight Daily Ex. Sunday	397 Local Freight Daily Ex. Sunday	341 Local Passenger Daily		STATIONS				342 Local Passenger Daily	894 Local Freight Daily Ex. Sunday	396 Local Freight Daily Ex. Sunday
		5 25AM	408.12	CS	McGEHEE	O&TWY	c432	8 55PM		
f 1 15PM	f 7 20AM ⁸⁹⁴		408.97	P	McGEHEE YARD	Y	Yd.		8 7 20AM ³⁹⁷	f 5 15PM
f 1 22PM	f 7 30	f 5 33	412.18	P	TRIPPE JUNCTION		k106a	f 8 40	7 10AM	f 4 55
	f 7 40	8 5 43	416.71	TP	HALLEY		k110	8 8 32		f 4 35
	f 8 00	f 5 57	424.17	P	MACON LAKE		k117	f 8 18		f 4 15
	8 8 45	8 6 15	431.32	LS	LAKE VILLAGE Industrial Crossing, Y		k126	8 8 03		8 3 55
	f 9 00	f 6 24	436.42	P	JENNIE		k131	8 7 48		f 3 40
	f 9 10	f 6 32	440.04	P	CHICOT		k135	8 7 40		f 3 30
	8 9 40	8 6 51	446.81	LS	EUDORA	O&WY	k141	8 7 28		8 3 15
	f 9 55	8 6 59	450.72	P	READLAND, ARK.		k145	8 7 16		f 2 10
	f 10 20	f 7 12	457.78		MILLIKIN, LA.		k152	f 7 02		8 1 50
	f 10 40	f 7 21	463.16	TP	SHELBURN		k158	f 6 53		f 1 40
	8 11 30	8 7 38	470.17	LS	LAKE PROVIDENCE	WY	k165	8 6 40		8 1 20
	f 11 50AM	8 7 52	478.54		TRANSYLVANIA		k173	8 6 23		f 12 35
	f 12 10PM ³⁹⁶	f 8 01	482.93	P	ALSATIA		k178	8 6 15		f 12 10 ³⁹⁷
	f 12 20	f 8 07	485.87		ROOSEVELT	*	k181	f 6 10		f 12 01PM
			487.31		L. P. T. & W. CROSSING					
	8 12 35	8 8 12	487.42	LS	SONDHEIMER		k182	8 6 05		8 11 45AM
	8 1 00	f 8 15	488.82		ENOKA	W	k183	f 6 01		f 11 30
	f 1 20	f 8 24	493.32		MANSFORD		k187	f 5 54		f 11 15
	8 2 00	8 8 32	498.41	LS	TALLULAH Y. & M. V. Crossing		k194	8 5 45		8 11 00
			500.64		CHICAGO JUNCTION					
	f 2 15	f 8 49	502.50		LACLEDE		k198	f 5 30		f 9 10
	f 2 30	f 8 57 ³⁹⁶	507.74	P	ALLIGATOR BAYOU	W	k203	f 5 22		f 8 57 ³⁴¹
	f 2 40	f 9 06	511.54		QUIMBY		k207	f 5 15		f 8 15
	8 3 30	8 9 29	523.37	LS	NEWELLTON		k219	8 4 55		8 7 45
	f 3 45	f 9 38	528.76		LAKE BRUIN	W	k224	f 4 45		f 7 30
	8 4 35 ³⁴²	8 9 49	533.74	LS	ST. JOSEPH		k229	8 4 35 ³⁹⁷		8 7 15
	f 4 50	f 10 03	540.44	P	LOCUST RIDGE	*	k236	f 4 22		f 6 55
	8 5 15	8 10 14	546.11	LS	WATERPROOF		k242	8 4 12		8 6 40
	8 5 40PM	8 10 35AM	557.25	P	CLAYTON JUNCTION		e211	8 3 50PM		8 6 15AM
Daily Ex. Sunday	Daily Ex. Sunday	Daily			149.13			Daily	Daily Ex. Sunday	Daily Ex. Sunday

WARREN SUBDIV.—BETWEEN DERMOTT AND WARREN

TRAINS SOUTHWARD			Miles from St. Louis	TIME TABLE No. 15 JANUARY 12, 1941		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		853 Mixed						852 Mixed	SECOND CLASS	
		Daily Ex. Sunday		STATIONS				Daily Ex. Sunday		
		7 05AM	422.68	LS	DERMOTT	W	C439	Yd.	8 2 05PM	
		8 7 15	426.52		BAXTER		KC10	21	8 1 55	
		8 7 50	438.37		DEANE		KC22		8 1 15	
		8 8 45	445.32	LS	MONTICELLO	W	KC29	30	8 12 50	
		8 9 15	445.54		A. D. & N. CROSSING				8 12 20	
		8 10 45AM	457.50		WILMAR		KC37			
			461.47	LS	Bradley Lbr. Co. Crossing					
		Daily Ex. Sunday			WARREN	WT	KC45	Yd.	12 01PM	
					38.79				Daily Ex. Sunday	

HUTTIG SUBDIV.—BETWEEN FELSENTHAL AND MONROE JCT.

9

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 15					SECOND CLASS			
		153 Mixed	151 Mixed							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	12 45PM			
		1 10	9 25	527.22	LS	HUTTIG, ARK.....YW	F 3	25	8 15	12 35			
		1 20	9 35AM	530.37	P	LITROE, LA.....	F 6		7 55	12 25PM			
		1 40		537.40		DEAN.....	F13	23	7 30				
		2 05		542.85	P	HAILE.....	F18	24	7 10				
		2 25		548.72		SPENCER.....	F24	33	6 50				
		2 55		554.04	LS	DRAW BRIDGE (Ouachita River).....	F30		6 30				
		3 10		557.97		PHILLIPS.....	F33		6 12				
		3 20		561.56		LAMKIN.....	F37	28	6 01				
		3 30		564.94		IDEVAN.....	F40		5 50				
		3 45		568.06		NORTH MONROE.....	F43		5 40				
		3 50PM		568.18		A. & L. M. CROSSING.....			5 35AM				
		4 00PM		568.69	P	MONROE JUNCTION.....Y							
		Daily Ex. Sunday	Daily Ex. Sunday			MONROE.....			5 30AM				
				43.92					Daily Ex. Sunday	Daily Ex. Sunday			

FARMERVILLE SUBDIV.—BETWEEN LITROE AND FARMERVILLE

TRAINS SOUTHWARD		Miles from St. Louis	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS			No. 15					SECOND CLASS	
151 Mixed			JANUARY 12, 1941					152 Mixed	
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday		Daily Ex. Sunday		
9 35AM	530.37	P	LITROE.....	F 6			8 12 25PM		
10 00	538.44	LS	MARION.....	EH 8	50		8 11 55AM		
10 40AM	552.00	LS	FARMERVILLE.....YW	EH22	23		11 15AM		
Daily Ex. Sunday			21.63				Daily Ex. Sunday		

ARKANSAS CITY SUBDIV.—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. 15					SECOND CLASS	
895 Local Freight			JANUARY 12, 1941					894 Local Freight	
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday		Daily Ex. Sunday		
1 22PM	412.18	P	TRIPPE JUNCTION.....	K106A			7 10AM		
1 45PM	420.06	LS	ARKANSAS CITY.....Y	KD 7	Yd.		6 45AM		
Daily Ex. Sunday			7.88				Daily Ex. Sunday		

HAMBURG SUBDIV.—BETWEEN MONTROSE AND CROSSETT

TRAINS SOUTHWARD		Miles from St. Louis	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS			No. 15					SECOND CLASS	
851 Mixed			JANUARY 12, 1941					850 Mixed	
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday		Daily Ex. Sunday		
9 00AM	443.58	CS	MONTROSE.....OWY	C456			4 00PM		
	443.59		MONROE DIST. CROSSING.....						
9 15	449.16		THEBES.....	CM25			3 30		
9 30	451.43		SNYDER.....	CM27			3 15		
9 55	456.00		MIST.....	CM32			2 35		
10 05	459.43		WALLACE.....	CM35			2 20		
11 10	462.75	LS	HAMBURG.....	CM39	22		2 00		
11 35	469.01		BOVINE.....	CM45	32		1 20		
	474.18		A. & L. M. JUNCTION.....						
	474.19		C. R. I. & P. CROSSING.....						
11 59AM	474.52	LS	CROSSETT.....WY	CM50		Yd.	1 00PM		
Daily Ex. Sunday			30.94				Daily Ex. Sunday		

EUDORA SUBDIV.—BETWEEN EUDORA AND DELHI

TRAINS SOUTHWARD		Miles from St. Louis	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS			No. 15					SECOND CLASS	
857 Mixed			JANUARY 12, 1941					856 Mixed	
Daily Ex. Sunday		STATIONS			Daily Ex. Sunday		Daily Ex. Sunday		
11 30AM	446.81	LS	EUDORA.....O&WY	K141	Yd.		10 00AM		
11 45	451.07		INDIAN, ARK.....	KE 4	20		9 40		
11 59AM	455.15		KILBOURNE, LA.....	KE 8	65		9 25		
12 15PM	460.21		TERRY.....	KE14	59		9 10		
1 00	465.48	LS	OAK GROVE.....	KE19	60		8 55		
1 15	470.53	TP	FOREST.....	KE24	20		8 20		
1 30	474.29		PIONEER.....	KE28			7 55		
1 45	478.71	TP	DARNELL.....	KE32	29		7 42		
2 00	484.01	LS	EPSS.....	KE37	37		7 27		
2 20	488.08		CUTHBERT.....	KE41			7 15		
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:

Collinston Subdiv.: No. 897 is superior to No. 896.

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

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

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

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Pine Bluff Subdiv.....	60	45
Monroe Subdiv.:		
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
Lake Providence Subdiv.....	45	30
Collinston Subdiv.....	45	30
Huttig Subdiv.....	30	25
Farmerville Subdiv.....	30	20
Arkansas City Subdiv.....	30	20
Hamburg Subdiv.....	30	20
Warren Subdiv.....	35	25
Eudora Subdiv.....	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 City Limits, between hours of 7:00 A. M. and 9:00 P. M.....	20	..
	25	25

3. SPEED RESTRICTIONS (Continued):

	Miles Per Hour	
	Passenger Trains	Freight Trains

Monroe: All trains and engines must stop at DeSiard Street, Huttig Subdiv., and proceed only after a member of crew has protected crossing.		
Ouachita River: Over steel span of Bridge 105, Mile Post 528, Pole 4,		
Engines classifying E-45 or less...	25	25
Engines classifying over E-45.....	10	10
Red River: Over steel span of Bridge 171, Mile Post 596, Pole 15,		
Engines classifying E-45 or less...	25	25
Engines classifying over E-45.....	10	10
Alexandria: City Limits.....	25	25
Ouachita River: Bridge 193, Mile Post 527, Pole 21,		
Engines 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.		
Ouachita River: Over steel span of Bridge 30, Mile Post 553, Pole 23.....	5	5

Where maximum speed will permit engines may be operated at the following speed:

Missouri Pacific Engines:		
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
2101 to 2125.....	90	90
2305 to 2398.....	55	55
2504 to 2523.....	60	60
2638 to 2651.....	50	50
2707.....	60	60
4000.....	30	30
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
6000.....	60	60
6401 to 6444.....	80	80
6501 to 6521.....	70	70
6601 to 6629.....	80	80
Diesel Engines:		
800 to 804.....	30	30
4100 and 4101.....	35	35
4102 and 4103.....	75	75
7000 and 7001.....	117	117
7100.....	117	117
9000 to 9010.....	35	35
9102 to 9105.....	35	35

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Continued):	Miles Per Hour	
	Passenger Trains	Freight Trains
G. C. L. & I. G. N. Engines:		
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.		

3. SPEED RESTRICTIONS (Concluded):	Miles Per Hour	
	Passenger Trains	Freight Trains
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 crossovers, and 30 miles per hour through No. 20 turnouts or crossovers. Where such turnouts or crossovers are equipped with spring switches, the same restriction applies for trains or engines on straight track moving switch points, except that when lead wheels of train have passed over switch points normal speed may be resumed.		

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 Subdiv.:

50	590	00	589	10	50	589	10	590	00
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Collinston Subdiv.:

30	553	26	553	9	30	553	9	553	26
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Lake Providence Subdiv.:

20	503	18	503	11	20	503	11	503	18
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Arkansas City Subdiv.:

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 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 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.
- O—Fuel Oil.
- W—Water.
- 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 full-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 0500. Main 1000.	34 Broadview Drive.....	Parkview 0074
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.
EMERGENCY STATION.....	Pine Bluff, Ark.....	Suite 214 National Bldg.....	268.		
★Drs. Luek & Luek, Resident Surgeons	Pine Bluff, Ark.....	Suite 214 National Bldg.....	268.	310 Harding.....	107.
★★Dr. Chas. W. Dixon.....	Gould, Ark.....	Stewart Drug Co.....	45.	Gould.....	2.
★★Dr. Howard A. Randa.....	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.....	163.
★★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. Ehlert.....	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.....	23.....	Oak Grove.....	103.
★★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.....	Wilmot, Ark.....	Wilmot.....	31 F 3.....	Wilmot.....	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.....	600 Glenmar.....	1458.
Dr. M. W. Hunter.....	Monroe, La.....	Ouachita Bank Bldg.....	1818.....	Hard Times Plantation.....	{3840 or 2646
★Dr. G. M. Snellings, Division Surgeon	Monroe, La.....	306 DeSiard.....	1495.....	1504 River Front.....	525.
★★Dr. D. O. Sherman.....	Columbia, La.....	Columbia.....	1.....	Columbia.....	85.
Dr. F. H. Mecom.....	Clarks, La.....	Clarks.....	8.....	Clarks.....	50.
★★Dr. J. W. Scott.....	Rochelle, La.....		3402.....	Rochelle.....	
EMERGENCY STATION.....	Alexandria, La.....	Baptist Sanitarium.....	1080.		
★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. Pearce.....	Alexandria, La.....	531 DeSoto.....	866.....	1720 Polk.....	428.
★Dr. W. L. Murrell, Resident Surgeon	Alexandria, La.....	Hotel Bentley.....	131.....	Hotel Bentley.....	302.
★Dr. H. H. Hardy, Jr.....	Alexandria, La.....	531 DeSoto.....	836.....	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 0215.
★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. Magous.....	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.