

DIVISION OFFICERS

D. T. BARKSDALE.....Superintendent.....Monroe, La.
R. HICKMAN.....Assistant Superintendent,
Little Rock Terminals
.....North Little Rock, Ark.
C. W. BROWN.....Trainmaster, Little Rock Terminals,
.....North Little Rock, Ark.
F. E. FLETCHER.....Assistant Superintendent, Pine
Bluff, McGehee, Warren and
Hamburg Subdivs.....McGehee, Ark.
J. E. HARRELL.....Assistant Superintendent,
Alexandria Terminal, Alexandria, La.
G. C. SMITH.....Trainmaster, Monroe, Collinston
(between El Dorado and Collinston,
including Collinston Yard),
Huttig and Farmerville Subdivs.
.....Monroe, La.
E. J. ROTHERMEL.....Trainmaster, Lake Providence,
Eudora and Collinston (between
Collinston and Vidalia)
Subdivs., Natchez and Southern
Railway and Natchez and
Louisiana Railway Transfer
.....Ferriday, La.
T. W. FAULK.....Assistant Trainmaster, Pine
Bluff, McGehee, Warren and
Hamburg Subdivs.....McGehee, Ark.
A. J. SPEER.....Road Foreman of Engines, Monroe, La.
P. O. BEDGOOD.....Division Trainmaster.....Monroe, La.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

LOUISIANA AND LITTLE ROCK DIVISIONS

TIMETABLE

No. 39

Effective 12:01 a. m. Sunday, July 3, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 38, effective Dec. 7, 1952
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 10,
THIS DIVISION, EFFECTIVE JANUARY 1, 1955.

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

R. P. HART, Chief Operating Officer.

L. A. GREGORY, Assistant Chief Operating Officer.

M. L. SMITH, General Superintendent Transportation.

R. JOHNSON, General Manager.

L. M. ELLEDGE, Assistant General Manager.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first, by habitually conforming to the rules in the daily performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and, third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatcher must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or, without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

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.



Chief Operating Officer.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Little Rock.....	Ark.....202	La. & L. R.....132	3:30 a. m.	1 Hr.	For connection.
" ".....	".....32	".....132	12:50 a. m.	1 Hr.	" "
" ".....	La. & L. R.....131	Ark.....31 & 201	2:30 a. m.	1 Hr.	" "
" ".....	".....131	".....1 & 21	2:30 a. m.	1 Hr.	For revenue passengers destined McGehee and beyond.
McGehee.....	".....103	Mfs.....335	8:40 p. m.	20 Min.	For passengers.
".....	La. & L. R.....132	Mfs. 335 & Buses 4248 & 4309	9:10 p. m.	10 Min.	For passengers.
".....	Memphis.....334	La. & L. R.....116	10:00 a. m.	30 Min.	For passengers and U. S. Mail.
Alexandria.....	La. & L. R.....116	T. & P. 21	Indefinitely		For connection.
".....	".....132	G. C. L.....132	5:15 p. m.	1 Hr.	" "
".....	G. C. L.....131	La. & L. R.....131	Indefinitely		" "
".....	T & P.....22	".....103			Each case will be handled on its merits.
Collinston.....	Bus.....4163	".....131	7:05 a. m.	30 Min.	For passengers.

EXPLANATION OF STOPS

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express
- a—Stop on signal to receive or discharge revenue passengers.
- d—Stop on signal to receive or discharge revenue passengers, mail and express.

EXPLANATION OF CHARACTERS:

- ⓑ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - n—Northward.
 - s—Southward.
 - T—Turntable.
 - W—Water.
 - Y—Wye Track.
 - ‡—Track Scales.
 - *—Mail Crane.
 - CS—Continuous Train Order Office.
 - LS—Limited Train Order Office (Hours of Service specified by General Order).
 - P—Telephone Communication only.
 - TP—Telegraph or Telephone Office; not a Train Order Office.
- Register Stations shown in full-faced type.

TABLE OF SPEEDS

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

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

Stations	Miles from St. Louis	Train Nos.
McGehee Subdiv.:		
Jerome.....	424.85	s116.....
Warren Subdiv.:		
Collins.....	430.40	f890 f891.....
Cominto.....	434.03	f890 f891.....
Tennessee.....	449.87	f890 f891.....
Allis.....	452.36	f890 f891.....
Saline River.....	457.78	f890 f891.....

LAKE PROVIDENCE SUBDIV.—BETWEEN MCGEHEE AND CLAYTON JCT. 3

TRAINS SOUTHWARD			Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 39					SECOND CLASS		
397 Local Freight				JULY 3, 1955					396 Local Freight		
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday					
		3 00AM	408.12	CS.....	MCGEHEE.....@DWY\$	C 432	Yd.	12 30PM			
		3 10	412.18	P.....	TRIPPE.....	K106a		12 15			
		3 20	416.71	P.....	HALLEY.....	K110	60	12 01PM			
		3 40	424.17	P.....	MACON LAKE.....	K117		11 45AM			
		4 10	431.32	LS.....	LAKE VILLAGE Industrial Crag... Y	K126	60	11 30			
		4 25	436.42	P.....	JENNIE.....	K131		11 05			
		4 35	440.04	P.....	CHICOT.....	K135	60	10 55			
		5 15	446.81	LS.....	EUDORA..... Y	K141	62	10 40			
		5 25	450.72	P.....	READLAND, ARK.....	K145	60	9 30			
		5 40	457.78		MILLIKIN, LA.....	K152	60	9 15			
		5 55	463.16		SHELBURN.....	K158		9 00			
		6 20	470.17	LS.....	LAKE PROVIDENCE..... Y	K165	59	8 45			
		6 40	478.54		TRANSYLVANIA.....	K173	61	8 05			
		6 50	482.93	P.....	ALSATIA.....	K178		7 55			
			485.87		ROOSEVELT.....	K181					
		7 00	487.42	TP.....	SONDHEIMER.....	K182		7 45			
		7 25 ³⁹⁶	488.82		ENOKA.....	K183	60	7 25 ³⁹⁷			
		8 45	498.41	LS.....	TALLULAH... I. C. Crossing.....	K194	48	7 00			
			500.64		CHICAGO JCT..... Y						
		9 05	507.74	P.....	ALLIGATOR BAYOU.....	K203	20	5 55			
		9 15	511.54		QUIMBY.....	K207		5 25			
		9 45	523.37	LS.....	NEWELLTON.....	K219	60	4 55			
		10 05	528.76		LAKE BRUIN.....	K224	20	4 30			
		10 35	533.74	TP.....	ST. JOSEPH.....	K229		4 20			
		11 05	546.11	LS.....	WATERPROOF.....	K242	52	3 45			
		11 30AM	557.25	P.....	CLAYTON JCT.....	B211		3 15AM			
		Daily Ex. Sunday			149.13			Daily Ex. Sunday			

TRAINS SOUTHWARD			Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 39					SECOND CLASS		
851 Local Freight				JULY 3, 1955					850 Local Freight		
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday					
		4 30AM	443.58	CS.....	MONTROSE.....@Y	C 456		9 10AM			
		4 45	449.16		THEBES.....	CM 25		8 55			
		4 50	451.43		SNYDER.....	CM 27		8 50			
		5 00	456.00		MIST.....	CM 32		8 40			
		5 10	459.43		WALLACE.....	CM 35		8 30			
		5 20	462.75	LS.....	HAMBURG.....	CM 39		8 20			
		5 50	469.01		BOVINE.....	CM 45		7 50			
			474.18		A. & L. M. JCT.....						
			474.19		C. R. I. & P. CROSSING.....						
		6 30AM	474.52	LS.....	CROSSETT..... Y	CM 50		7 30AM			
		Daily Ex. Sunday			30.94			Daily Ex. Sunday			

TRAINS SOUTHWARD			Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS				No. 39					SECOND CLASS		
899 Local Freight				JULY 3, 1955					898 Local Freight		
Mon., Wed., Fri.			STATIONS			Tue., Thur., Sat.					
		5 30AM	446.81	LS.....	EUDORA..... Y	K 141		s 5 20AM			
	f	5 40	451.07		INDIAN, ARK.....	KE 4		f 5 08			
	f	5 55	455.15		KILBOURNE, LA.....	KE 8		f 4 55			
	f	6 12	460.21		TERRY.....	KE 14		f 4 40			
	s	6 35	465.48	LS.....	OAK GROVE.....	KE 19		s 4 25			
	s	6 50	470.53	TP.....	FOREST.....	KE 24		s 4 05			
	f	7 05	474.29		PIONEER.....	KE 28		f 3 55			
	f	7 20	478.71	P.....	DARNELL.....	KE 32		f 3 40			
	s	7 35	484.01	TP.....	EPPS.....	KE 37		s 3 25			
	f	7 45	488.08		CUTHBERT.....	KE 41					
	s	8 00AM	494.27	LS.....	DELHI..... Y	KE 48		3 00AM			
		Mon., Wed., Fri.			47.46			Tue., Thur., Sat.			

Miles from St. Louis, shown above, are miles painted on telegraph poles, and are not actual.

PINE BLUFF SUBDIV.—LITTLE ROCK TO MCGEHEE

Station Numbers	Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			131 Passenger	103 Passenger			191 Local Freight	169 Red Ball Freight		
STATIONS			Daily	Daily		Mon., Wed., Fri.	Daily			
X 346	345.68	LITTLE ROCK-UNION STATION	1 30AM	5 50PM						
	0.24	RIVER TRACK CONN.								
	0.79	ASHLEY STREET JCT. (End 2nd Main)								
K 1	346.28	MAIN STREET STATION								
	0.03	SCOTT STREET (Detour Jct.)								
	0.12	JCT. BRIDGE (Detour Crossing)								
X 344	343.67	CS... North Little Rock ... @DTWY				9 30AM	8 00PM			
	0.86	FOURTH STREET C. R. I. & P. Crossing								
	0.20	WASHINGTON AVENUE (End 2nd Main)								
	0.32	DRAW BRIDGE Arkansas River								
	0.06	Passenger								
	0.11	Freight								
	0.43	ROCK STREET JCT.								
	2.25	CS... RI TOWER C. R. I. & P. Crossing								
	2.56	P. EAST LITTLE ROCK YARD	1 38	5 58		9 45	8 15			
K 6	351.73	LS... SWEET HOME				10 00				
	2.41	HIGGINS	1 46	6 04		10 10	8 30			
K 12	357.76	P... WRIGHTSVILLE	1 50	6 08		10 20	8 40			
	3.62	HENSLEY	1 57	6 15		10 30	9 15 ¹⁶⁸			
K 19	364.55	P... JEFFERSON SPRINGS	2 07	6 25		10 45	9 30			
	6.79	SAMPLES	2 11	6 29		10 55	9 35			
K 28	373.57	P... DEXTER								
	9.02	BALDWIN	2 16	6 35		11 13 ¹¹⁶	9 42			
K 31	376.90	P... PB JCT								
	2.07	ST. L. S. W. CROSSING								
K 33	378.97	TP... NORTH JCT.								
	2.84	PINE BLUFF	\$ 2 40	\$ 6 55						
K 36	381.81	P... SOUTH JCT.	2 41	6 56		11 50AM	9 55			
	5.28	PINE BLUFF YARD								
	0.33	B SIDING	2 43	6 58		12 15PM	10 07 ¹³²			
	0.06	NOBLE LAKE	2 52	7 07		12 30	10 50			
	0.97	MOSCOW	2 57	7 11		12 40	11 00			
K 43	388.45	CS... GRADY	3 05	\$ 7 18		12 55	11 15			
	0.33	GOULD	3 17	\$ 7 30 ¹⁶⁸		1 20	11 30			
	0.10	DX SIDING	3 25	7 40		1 30	11 40			
	1.24	DUMAS	\$ 3 26	\$ 7 42						
	8.26	PICKENS	3 31	7 47		2 15	11 50PM			
K 53	398.38	P... WINCHESTER	3 36	7 52		2 25	12 01AM			
	4.15	TILLAR	3 41	7 57		2 35	12 15			
K 57	402.53	P... GG SIDING								
	7.16	MCGEHEE @DWY	\$ 3 50AM	\$ 8 05PM		3 00PM	1 00AM			
K 64	409.69	LS... Passenger								
	10.57	Freight								
K 75	420.26	LS... Passenger								
	7.31	Freight								
	0.34	DAILY	Daily	Daily		Mon., Wed., Fri.	Daily			
	3.12									
	4.86									
	4.69									
	5.92									
	0.73									

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PINE BLUFF SUBDIV.—MCGEHEE TO LITTLE ROCK

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Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955		TRAINS NORTHWARD																
				FIRST CLASS				SECOND CLASS												
				116 Passenger	132 Passenger	190 Local Freight	168 Red Ball Freight													
STATIONS		Daily	Daily	Tues., Thurs., Sat.	Daily															
Yd.	345.68	LITTLE ROCK-UNION STATION	\$ 12 15PM	\$ 11 15PM																
		0.24 RIVER TRACK CONN.																		
	345.44	0.79 ASHLEY STREET JCT. (Rud 2nd Main)																		
	346.23	0.05 MAIN STREET STATION																		
	346.28	0.03 SCOTT STREET (Detour Jct.)																		
	346.31	0.12 JCT. BRIDGE (Detour Crossing)																		
Yd.	343.67	CS...North Little Rock... @DTWY						4 30PM	11 00PM											
		0.86 FOURTH STREET C. R. I. & P. Crossing																		
	344.53	0.20 WASHINGTON AVENUE (Rud 2nd Main)																		
	344.73	0.32 DRAW BRIDGE Arkansas River																		
	345.05	Passenger.....0.06 Freight.....0.11 ROCK STREET JCT.																		
	348.49	0.43 RI TOWER C. R. I. & P. Crossing																		
	346.92	2.25																		
Yd.	349.17	P. EAST LITTLE ROCK YARD	11 55AM	11 04				4 00	9 45											
		2.56 SWEET HOME						3 35												
	351.73	2.41 HIGGINS	11 46	10 58				3 25	9 32											
90	354.14	3.62 WRIGHTSVILLE	11 42	10 54				3 15	9 25											
125	357.76	6.79 HENSLEY	11 35	10 47				3 05	9 15 ¹⁶⁹											
90	364.55	9.02 JEFFERSON SPRINGS	11 25	10 37				2 50	9 02											
55	373.57	3.33 SAMPLES	11 20	10 33				2 40	8 57											
90	376.90	2.07 DEXTER	<i>a</i> 11 17																	
	378.97	2.84 BALDWIN	11 13 ¹⁹¹	10 28				2 30	8 50											
165	381.81	5.28 PB JCT																		
		0.33 ST. L. S. W. CROSSING																		
	387.09	0.06 NORTH JCT.	11 04	10 20				2 05	8 40											
	387.42	0.97 PINE BLUFF	<i>s</i> 11 00	<i>s</i> 10 15																
	388.45	0.33 SOUTH JCT.																		
	388.78	0.10 PINE BLUFF YARD																		
Yd.	388.88	1.24 B SIDING	10 50	10 07 ¹⁶⁹				1 35	8 15											
88	390.12	-8.26 NOBLE LAKE	10 41	9 58				1 15	8 02											
93	398.38	4.15 MOSCOW	10 36	9 53				1 05	7 55											
100	402.53	7.16 GRADY	<i>s</i> 10 27	9 45				12 50	7 45											
115	409.69	10.57 GOULD	<i>s</i> 10 12	9 33				12 30PM	7 30 ¹⁰³											
100	420.26	-7.31 DX SIDING	10 02	9 25				11 40AM	7 03											
54	427.57	0.34 DUMAS	<i>s</i> 10 01	<i>s</i> 9 24																
	427.91	3.12 PICKENS	9 55	9 19				10 40	6 58											
93	431.03	4.86 WINCHESTER	9 50	9 14				10 30	6 52											
54	435.89	4.69 TILLAR	9 45	9 09				10 20	6 45											
115	440.58	5.92 GG SIDING																		
30	446.50	0.73 MCGEHEE @DWY	9 35AM	9 00PM				10 00AM	6 30PM											
Yd.	447.23																			
		Passenger.....102.03 Freight.....101.96	Daily	Daily				Tues., Thurs., Sat.	Daily											

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MCGEHEE SUBDIV.—MCGEHEE TO MONROE YARD

TIMETABLE

No. 39

JULY 3, 1955

TRAINS SOUTHWARD

Station Numbers	Miles from St. Louis	STATIONS	FIRST CLASS		SECOND CLASS						
			131	103	193	275	169	891	361	199	369
			Passenger	Passenger	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	Local Freight	Red Ball Freight
		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Tue., Thur., Sat.	Daily	
C 432	408.12	CS.....McGEHEE...@DWY\$ 0.54	4 05AM	8 20PM	3 00AM		6 30AM	11 00AM	12 01PM		10 30PM
	408.66	P.....HH SIDING..... 7.03									
C 439	415.69	LS.....DERMOTT..... 6.37	s 4 19	s 8 40 ¹³²	3 30		6 50	11 15AM	12 20		10 50
C 446	422.06	P.....HUDSPETH..... 5.37	4 27	8 48	3 40		7 00		12 30		11 00
C 451	427.43	P.....BOYDELL..... 4.71	4 33	8 55	3 50		7 10		12 38		11 10
C 456	432.14	CS.MONTROSE {Industrial} @Y \$ 4.29 {Crossing}	s 4 45 ¹⁹³	s 9 10	4 45 ¹³¹		7 20 ¹⁹²		12 45		11 20
C 460	436.43	LS.....PORTLAND..... 3.73	4 51	d 9 17	5 00		7 27		12 51		11 28
C 464	440.16	P.....SUNSHINE..... 4.85	4 55	9 22	5 20		7 35		12 57		11 35
C 469	445.01	LS.....PARKDALE..... 4.34	5 00	d 9 28	6 00 ¹⁹²		7 43		1 04		11 42
C 473	449.35	LS.....WILMOT..... 3.18	5 05	s 9 35	6 15		7 50		1 15 ¹⁶²		11 48
C 476	452.53	P.....KIMBALL, ARK..... 4.72	5 09	9 40	6 30		8 22 ¹¹⁶		1 20		11 59PM ³⁶⁰
C 481	457.25	P.....JONES, LA..... 3.57	5 14 ¹⁹²	9 45	6 40		8 32		1 27		12 10AM
C 484	460.82	LS.....BONITA..... 6.41	5 18	d 9 52	7 00		8 39		1 33		12 17
C 491	467.23	P.....GALION..... 6.32	5 25	s 9 59	7 15		8 47		1 41		12 30
C 497	473.55	LS.....MER ROUGE..... 7.49- (Collinston) Subdiv. @Y \$ 5.59 {Crossing}	a 5 32	s 10 10	7 54 ¹¹⁶		9 00		1 55		12 40
C 505	481.04	CS.COLLINSTON {Collinston} @Y \$ 5.59 {Subdiv. Crossing}	s 5 39	s 10 20 ³⁶⁰	8 30AM	4 00AM ¹⁹⁸	9 45		2 10	12 30PM	1 00
C 510	486.63	P.....WHAM..... 5.17	5 50	10 32		4 10	10 05		2 23 ¹⁶⁸	12 40	1 20
C 515	491.80	LS.....SWARTZ..... 4.07	5 56	10 37		4 20	10 20		2 35 ³⁷⁰	12 50	1 40
C 519	495.87	P.....SICARD..... 5.09	6 01	10 42		4 30	10 30		2 45	1 00	2 00
	500.96	CS...Monroe Jct. I. C. Crossing ..Y 0.60									
C 525	501.56	CS.....MONROE..... 0.87	s 6 30	s 11 10							
	502.43	CS...MONROE YARD..@DWY\$	6 32AM	11 15PM		5 45AM	11 00AM ¹⁶²		3 00PM	1 15PM	2 30AM
		94.31	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Tue., Thur., Sat.	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

McGEHEE SUBDIV.—MONROE YARD TO McGEHEE

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955	TRAINS NORTHWARD									
			FIRST CLASS		SECOND CLASS							
			116 Passenger	132 Passenger	198 Local Freight Mon., Wed., Fri.	192 Local Freight Daily Ex. Sunday	162 Tonnage Freight Daily	168 Red Ball Freight Daily	370 Red Ball Freight Daily	274 Red Ball Freight Daily	890 Local Freight Daily Ex. Sunday	360 Red Ball Freight Daily
		STATIONS	Daily	Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
Yd.	408.12	P.....McGEHEE.....@DWY\$ 0.54	9 30AM	8 50PM		9 00AM	3 00PM	5 30PM	7 00PM		7 45PM	2 00AM
30	408.66	P.....HH SIDING..... 7.03										
115	415.69	LS.....DERMOTT..... 6.37	s 9 15	s 8 40 ¹⁰³		8 15	2 07	5 00	6 20		7 20PM	1 15
115	422.06	P.....HUDSPETH..... 5.37	9 08	8 30		7 50	1 57	4 50	6 05			1 00
115	427.43	P.....BOYDELL..... 4.71	s 9 02	8 23		7 30	1 50	4 42	5 55			12 50
115	432.14	CS.MONTROSE (Industrial Crossing) @Y 4.29	s 8 51	s 8 14		7 20 ¹⁶⁹	1 42	4 35	5 45			12 38
93	436.43	LS.....PORTLAND..... 3.75	d 8 46	8 09		6 20	1 36	4 27	5 30			12 30
115	440.16	P.....SUNSHINE..... 4.85	8 40	8 05		6 08	1 30	4 20	5 20			12 22
115	445.01	LS.....PARKDALE..... 4.34	s 8 35	8 00		6 00 ¹⁹³	1 23	4 10	5 10			12 15
93	449.35	LS.....WILMOT..... 3.18	d 8 28	7 55		5 45	1 15 ³⁶¹	4 00	5 00			12 07AM
115	452.53	P.....KIMBALL, ARK..... 4.72	8 22 ¹⁶⁹	7 51		5 25	12 55	3 55	4 50			11 59PM ³⁶⁹
93	457.25	P.....JONES, LA..... 3.57	s 8 16	7 46		5 14 ¹³¹	12 46	3 45	4 40			11 40
115	460.82	LS.....BONITA..... 6.41	s 8 11	7 42		4 59	12 40	3 38	4 30			11 30
115	467.23	P.....GALION..... 6.32	s 8 03	7 35		4 45	12 30	3 28	4 20			11 15
115	473.55	LS.....MER ROUGE..... 7.49- 5.59 (Collinston Subdiv. Crossing)	s 7 54 ¹⁹³	a 7 28		4 35	12 20	3 18	4 00			11 00
n115 s115	481.04	CS.COLLINSTON @Y 5.59	s 7 45	s 7 20	4 00AM ²⁷⁵	4 15AM	12 01PM	2 50	3 15	6 50PM		10 20 ¹⁰³
115	486.63	P.....WHAM..... 5.17	7 28	7 04	3 40		11 40AM	2 23 ³⁶¹	2 45	6 35		10 00
96	491.80	LS.....SWARTZ..... 4.07	7 22	6 58	3 30		11 28	2 10	2 35 ³⁶¹	6 28		9 52
115	495.87	P.....SICARD..... 5.09	7 17	6 53	3 15		11 15	2 00	2 15	6 20		9 45
.....	500.96	CS..Monroe Jct. I. C. Crossing...Y 0.60										
Yd.	501.56	CS.....MONROE..... 0.87	s 7 10	s 6 45								
Yd.	502.43	CS...MONROE YARD...@DW\$	6 49AM	6 27PM	3 00AM		11 00AM ¹⁶⁹	1 45PM	2 00PM	6 00PM		9 30PM
		94.31	Daily	Daily	Mon., Wed., Fri.	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

MONROE SUBDIV.—MONROE YARD TO TEXMO JCT.

Station Numbers	Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955	TRAINS SOUTHWARD					
			FIRST CLASS		SECOND CLASS			
			131 Passenger	103 Passenger	369 Red Ball Freight	195 Local Freight	169 Red Ball Freight	361 Red Ball Freight
STATIONS		Daily	Daily	Daily	Tue., Thur., Sat.	Daily	Daily	
.....	502.43	CS...MONROE YARD...@DW\$ 4.17	6 32AM	11 15PM	3 30AM	4 30AM	11 00AM ¹⁶²	3 35PM
C 530	506.60	P.....MA SIDING.....	6 43 ¹¹⁶	11 20	3 50	4 38	11 10	3 42
C 535	511.68	P.....FONDALE.....* 4.93	6 49	11 26	3 58	4 45	11 27 ¹⁹⁴	3 50
C 540	516.61	P.....BOSCO.....* 4.84	6 54	11 32	4 05	4 52	11 35	3 57
C 545	521.45	P.....COREY..... 4.84	6 59	11 38	4 12	5 00	11 42	4 05
C 550	526.29	P.....RIVERTON.....* 1.93	7 04	11 43	4 20	5 09	11 50AM	4 15
.....	528.22	P..DRAW BRIDGE.. {Ouachita River						
C 554	530.43 530.56	LS.....COLUMBIA.....* 2.21	<i>d</i> 7 13	<i>a</i> 11 49	4 30	5 30	12 01PM	4 25
C 558	535.15	LS.....GRAYSON.....@* 4.59	7 19	<i>d</i> 11 56PM	4 45	6 03 ¹¹⁶	12 20 ¹⁶⁸ 12 35 ³⁷⁰	4 35
C 561	537.44	TP.....CLARKS..... 4.04	<i>s</i> 7 23	<i>a</i> 12 01AM		6 15		
C 565	541.48	LS.....KELLY.....* 7.22	7 29	12 06	4 57	6 30	12 55	4 45
C 572	548.70	LS.....OLLA.....* 4.11	7 38	12 17	5 10	6 50	1 10	5 00
C 576	552.81	LS.....URANIA.....* 3.74	7 44	12 22	5 37 ¹¹⁶	7 05	1 20	5 20 ¹³²
C 581	556.55	LS.....TULLOS.....* 3.23				7 20		
C 583	559.78	P...ROCHELLE T.&G. Crossing..*						
C 585	561.63	LS..Georgetown L.M. Crossing@Y 7.80	<i>s</i> 7 57 ¹⁹⁴	<i>s</i> 12 38	5 55	7 57 ¹³¹	1 40	5 35
C 593	569.43	P.....HOWCOTT..... 7.54	8 06	12 48	6 10	8 40 ¹⁶²	1 55	5 47
C 601	576.97	P.....ANTONIA..... 4.52	8 16 ¹⁶²	12 58	6 25	9 05	2 20	6 10 ³⁶⁰
C 605	581.49	LS.....POLLOCK.....* 5.48	8 22	1 04	6 40 ¹⁹⁴	9 35	2 30	6 20
C 611	586.97	P.....SIMMS.....* 5.65	8 29	1 11	7 00	10 00 ¹⁶⁸ 10 10 ³⁷⁰	3 00	6 35
C 616	592.62	LS..TIOGA L.&A. Crossing.....* 2.55	8 36	1 18	7 35 ¹⁶²	11 00	3 20	6 45
.....	595.17	...L. & A. CROSSING..... 1.46						
.....	596.63	...RR JUNCTION..... 1.19	8 42	1 23				
.....	597.82	P.....TEXMO JCT..... 1.21	8 45AM	1 30AM	8 00AM	11 45AM	4 00PM	7 00PM
C 623	599.03	CS.....ALEXANDRIA..... 2.50	<i>s</i> 8 55AM	<i>s</i> 1 40AM				
C 625	601.53	CS.Alexandria Yard...@DWY\$			8 45AM	12 15PM	5 30PM	7 30PM
C 817	.....	.....NEW ORLEANS.....\$			4 30PM		5 30AM	5 30AM
	98.97		Daily	Daily	Daily	Tue., Thur., Sat.	Daily	Daily

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Two mile post locations at Columbia, La., are one and the same point, 530.43 is new mileage account change in line north of Columbia made in June, 1945, and 530.56 is old mileage.

MONROE SUBDIV.—TEXMO JCT. TO MONROE YARD

Siding Capacity in Cars		Miles from St. Louis		TIMETABLE No. 39 JULY 3, 1955		TRAINS NORTHWARD						
						FIRST CLASS		SECOND CLASS				
						116 Passenger	132 Passenger	194 Local Freight	162 Tonnage Freight	168 Red Ball Freight	370 Red Ball Freight	360 Red Ball Freight
STATIONS		Daily	Daily	Mon., Wed., Fri.	Daily	Daily	Daily	Daily				
Yd.	502.43	CS... MONROE YARD...@DWY	6 49AM	6 27PM	12 45PM	11 00AM ¹⁰⁹	1 45PM	2 00PM	9 30PM			
115	506.60	P..... MA SIDING.....	6 43 ¹³¹	6 22	12 01PM	10 33	1 20	1 35	9 05			
89	511.68	P..... FONDALE.....*	6 33	6 16	11 27AM ¹⁶⁹	10 25	1 10	1 25	8 57			
115	516.61	P..... BOSCO.....*	6 27	6 11	11 00	10 17	1 00	1 15	8 50			
88	521.45	P..... COREY.....	6 22	6 06	10 40	10 10	12 50	1 05	8 42			
115	526.29	P..... RIVERTON.....*	6 17	6 01	10 25	10 03	12 40	12 55	8 35			
.....	528.22	P... DRAW BRIDGE... { Ouachita River	.....	.....	.....	.....	.....	.....	.....
.....	530.43	LS..... COLUMBIA.....*	a 6 10	a 5 55	10 10	9 55	12 30	12 45	8 27			
n115	530.56	LS..... GRAYSON.....@	6 03 ¹⁹⁵	5 48	9 45 ¹⁶²	9 45 ¹⁹⁴	12 20PM ¹⁰⁹	12 35 ¹⁶⁹	8 15			
.....	537.44	TP..... CLARKS.....	s 5 59	s 5 44	9 35	.....	.....	.....	.....
115	541.48	LS..... KELLY.....*	5 51	5 35	9 20	9 32	11 55AM	12 05PM	7 45			
115	548.70	LS..... OLLA.....*	5 42	5 26	9 00	9 20	11 40	11 50AM	7 30			
115	552.81	LS..... URANIA.....*	5 37 ³⁶⁹	5 20 ³⁶¹	8 45	9 10	11 30	11 40	7 20			
27	556.55	LS..... TULLOS.....*	.....	.....	8 30	.....	.....	.....	.....
.....	559.78	P... ROCHELLE T. & G. Crossing...*	.....	.....	.....	.....	.....	.....	.....
a168	561.63	LS.. Georgetown L. M. Crossing..@Y	s 5 24	s 5 08	7 57 ¹³¹	8 55	11 05	11 15	7 00			
n115	569.43	P..... HOWCOTT.....	5 14	4 58	7 30	8 40 ¹⁹⁵	10 50	11 00	6 45			
n115	576.97	P..... ANTONIA.....	5 04	4 48	7 00	8 16 ¹³¹	10 25	10 40	6 10 ³⁶¹			
67	581.49	LS..... POLLOCK.....*	4 58	4 42	6 40 ³⁶⁹	8 00	10 10	10 25	5 55			
115	586.97	P..... SIMMS.....*	4 51	4 35	6 10	7 45	10 00 ¹⁹⁵	10 10 ¹⁹⁵	5 45			
134	592.62	LS.. TIOGA L. & A. Crossing.....*	4 43	4 28	5 50	7 35 ³⁶⁹	9 40	9 55	5 35			
.....	595.17	..... L. & A. CROSSING.....	.....	.....	.....	.....	.....	.....	.....
.....	596.63	..... RR JUNCTION.....	4 38	4 23	5 25	7 20	9 20	9 45	5 20		
.....	597.82	P..... TEXMO JCT.....	4 34AM	4 20PM	5 20AM	7 15	9 15AM	9 40AM	5 15PM			
Yd.	599.03	CS..... ALEXANDRIA.....	4 30AM	4 15PM	.....	.....	.....	.....	.....
Yd.	601.53	CS Alexandria Yard..@DWY	.....	.....	5 00AM	7 00AM	9 00AM	9 20AM	5 00PM	
.....	.....	..... NEW ORLEANS.....	7 50PM	.....	.....	.....	9 00PM	9 00PM	2 00AM
.....	98.97	.....	Daily	Daily	Mon., Wed., Fri.	Daily	Daily	Daily	Daily		

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Two mile post locations at Columbia, La., are one and the same point, 530.43 is new mileage account change in line north of Columbia made in June, 1945, and 530.56 is old mileage.

COLLINSTON SUBDIV.—EL DORADO TO VIDALIA

Station Numbers	Miles from St. Louis	TIMETABLE		TRAINS SOUTHWARD						
		No. 39		SECOND CLASS						
		JULY 3, 1955		275	881		883	897	967	397	893
			Red Ball Freight	Freight		Freight	Local Freight	L. M. No. 51 Freight	Local Freight	Local Freight
		STATIONS	Daily	Daily		Daily	Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily Ex. Sunday
E 66	492.25	LS.....EL DORADO.....WY\$ 11.19	12 01AM				3 01AM			
E 77	503.44	P.....LAWSON.....	12 25				3 25			
E 80	506.84	TP.....URBANA.....	12 32				3 32			
E 82	508.13	.....PAYNE.....	12 37				3 37			
E 86	512.86	LS.....STRONG..... 5.30	12 47				3 47			
E 92	518.16	.....LAPILE..... 5.01	12 58				3 58			
E 97	523.17	.....DOLLAR JCT..... 1.82								
E 98	524.99	P.....FELSENTHAL.....Y 2.71	1 12				4 12			
	527.70	P.....DRAW BRIDGE (Ouachita River) 8.38								
E 110	536.08	P.....WHITE, ARK..... 11.87	1 37				4 37			
E 121	547.95	P.....W SIDING, La..... 5.04	2 01				5 01			
	552.99	P.....A. & L. M. CROSSING..... 0.65								
E 127	553.64	LS.....BASTROP.....Y 6.79	2 15				5 15			
	560.43	.....MONROE SUBDIV. CROSSING..... 0.01								
C 505	560.44	CS.....COLLINSTON.....@Y 7.14	3 30AM				5 35AM			12 01PM
E 141	567.58	TP.....OAK RIDGE..... 10.27								12 20
	577.85	.....I. C. CROSSING..... 0.06								
E 151	577.91	LS.....RAYVILLE..... 8.89								12 45
E 160	586.80	.....ARCHIBALD..... 2.80								1 03
E 163	589.60	TP.....MANGHAM..... 3.95								1 10
E 167	593.55	.....BASKIN..... 6.84								1 20
E 174	600.39	LS.....WINNSBORO..... 9.12								1 45
E 183	609.51	TP.....GILBERT..... 4.90								2 10
E 188	614.41	LS.....WISNER..... 9.09								2 25
E 197	623.50	TP.....SICILY ISLAND..... 6.69								3 00
E 204	630.19	P.....GREENVILLE..... 5.71								3 20
	635.90	.....DRAW BRIDGE (Tensas River) 0.18								
E 210	636.08	LS.....CLAYTON..... 1.13								3 50
E-211	637.21	P.....CLAYTON JCT..... 5.57							11 30AM	3 55
E 216	642.78	LS.....FERRIDAY.....DTW\$ 0.65		12 01AM		2 45AM			11 45AM	4 15PM
E 217	643.43	.....CONCORDIA JCT..... 8.16		12 05		2 50		5 30AM		
E 226	651.59	LS.....VIDALIA.....Y		12 35AM		3 10AM		5 50AM		
		159.34	Daily	Daily		Daily	Tue., Thur., Sat.	Daily	Daily Ex. Sunday	Daily Ex. Sunday

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

COLLINSTON SUBDIV.— VIDALIA TO EL DORADO

Siding Capacity in Cars	Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955	TRAINS NORTHWARD								
			SECOND CLASS								
			396 Local Freight	892 Local Freight		882 Freight	968 L. M. No. 52 Freight	884 Freight	896 Local Freight	274 Red Ball Freight	
STATIONS			Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	Daily	Mon., Wed., Fri.	Daily	
Yd.	492.25	CS..... EL DORADO..... WY§								12 45PM	10 30PM
		11.19									
45	503.44	P..... LAWSON.....								12 05PM	9 35
		3.40									
	506.84	TP..... URBANA.....								11 55AM	
		1.29									
23	508.13	..... PAYNE.....								11 50	9 20
		4.73									
55	512.86	LS..... STRONG.....								11 40	9 05
		5.30									
	518.16	..... LAPILE.....								11 20	8 50
		5.01									
	523.17	..... DOLLAR JCT.....									
		1.82									
59	524.99	P..... FELSENTHAL..... Y								11 00	8 35
		2.71									
	527.70	P..... DRAW BRIDGE (Ouachita River									
		8.38									
56	536.08	P..... WHITE, ARK.....								10 20	8 05
		11.87									
44	547.95	P..... W SIDING, LA.....								9 55	7 40
		5.04									
	552.99	P..... A. & L. M. CROSSING.....									
		0.65									
45	553.64	LS..... BASTROP..... Y								9 40	7 20
		6.79									
	560.43	..... MONROE SUBDIV. CROSSING.....									
		0.01									
Yd.	560.44	CS..... COLLINSTON..... @Y		6 45AM						9 10AM	7 00PM
		7.14									
65	567.58	TP..... OAK RIDGE.....		6 25							
		10.27									
	577.85	..... I. C. CROSSING.....									
		0.06									
65	577.91	LS..... RAYVILLE.....		6 00							
		8.89									
	586.80	..... ARCHIBALD.....		5 30							
		2.80									
	589.60	TP..... MANGHAM.....		5 20							
		3.95									
	593.55	..... BASKIN.....		5 10							
		6.84									
35	600.39	LS..... WINNSBORO.....		4 50							
		9.12									
	609.51	TP..... GILBERT.....		4 30							
		4.90									
	614.41	LS..... WISNER.....		4 20							
		9.09									
	623.50	TP..... SICILY ISLAND.....		4 00							
		6.69									
	630.19	P..... GREENVILLE.....		3 45							
		5.71									
	635.90	..... DRAW BRIDGE (Tensas River									
		0.18									
65	636.08	LS..... CLAYTON.....		3 30							
		1.13									
	637.21	P..... CLAYTON JCT.....	3 15AM	3 25							
		5.57									
Yd.	642.78	LS..... FERRIDAY..... DTW§	3 00AM	3 10AM		4 40AM		8 25AM			
		0.65									
	643.43	..... CONCORDIA JCT.....				4 35	6 50AM	8 20			
		8.16									
Yd.	651.59	LS..... VIDALIA..... Y				4 15AM	6 30AM	8 00AM			
		159.34	Daily Ex. Sunday	Daily Ex. Sunday		Daily	Daily	Daily	Mon., Wed., Fri.	Daily	

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

HUTTIG SUBDIV.—BETWEEN FELSENTHAL AND MONROE JCT.

TRAINS SOUTHWARD SECOND CLASS				Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
197 Local Freight					STATIONS					196 Local Freight				
Daily Ex. Sunday							Daily Ex. Sunday							
			8 50AM	524.77	.....	FELSENTHAL.....	Y	E98	.....	s	8 00AM			
			s 9 00	527.22	LS.....	HUTTIG, ARK.....	Y	F 3	.....	s	7 40			
			s 9 10	530.37	P.....	LITROE, LA.....		F 6	.....	s	7 25			
			f 9 30	537.40	.....	DEAN.....		F13	.....	f	7 00			
			f 9 55	542.85	P.....	HAILE.....		F18	.....	f	6 40			
			f 10 15	548.72	.....	SPENCER.....		F24	.....	f	6 20			
				553.77	.....	DRAW BRIDGE (Ouachita River)			.....				
			s 10 50	554.04	LS.....	STERLINGTON.....		F30	.....	s	6 00			
			f 11 05	557.97	.....	PHILLIPS.....		F33	.....	f	5 42			
			f 11 15	561.56	.....	LAMKIN.....		F37	.....	f	5 31			
			f 11 25	564.94	.....	IDEVAN.....		F40	.....	f	5 20			
				568.18	.....	A. & L. M. CROSSING			.....				
			11 45AM	568.69	P.....	MONROE JCT.....	Y		.....		5 05AM			
					MONROE.....		C525	.....		5 00AM			
			12 05PM		.....				.....
			Daily Ex. Sunday			43.92					Daily Ex. Sunday			

FARMERVILLE SUBDIV.—BETWEEN LITROE AND FARMERVILLE

TRAINS SOUTHWARD SECOND CLASS				Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
197 Local Freight					STATIONS					196 Local Freight				
Daily Ex. Sunday							Daily Ex. Sunday							
			9 10AM	530.37	P.....	LITROE.....		F 6	.....	s	11 55AM			
			s 9 35	538.44	TP.....	MARION.....		EH 8	.....	s	11 30			
			s 10 15AM	552.00	LS.....	FARMERVILLE.....	Y	EH22	.....		10 45AM			
			Daily Ex. Sunday			21.63					Daily Ex. Sunday			

WARREN SUBDIV.—BETWEEN DERMOTT AND WARREN

TRAINS SOUTHWARD SECOND CLASS				Miles from St. Louis	TIMETABLE No. 39 JULY 3, 1955			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
891 Local Freight					STATIONS					890 Local Freight				
Daily Ex. Sunday							Daily Ex. Sunday							
			11 15AM	422.68	LS.....	DERMOTT.....		C 439	.....	s	7 20PM			
			f 11 30AM	426.52	.....	BAXTER.....		KC 10	.....	f	7 00			
			f 12 01PM	438.37	.....	DEANE.....		KC 22	.....	f	6 25			
			s 1 30	445.32	LS.....	MONTICELLO.....		KC 29	.....	s	6 00			
				445.54	.....	A. D. & N. CROSSING			.....				
			f 1 50	454.00	TP.....	WILMAR.....		KC 37	.....	f	3 50			
			s 2 15PM	461.47	LS.....	WARREN.....		KC 45	.....		3 30PM			
			Daily Ex. Sunday			38.79					Daily Ex. Sunday			

Miles from St. Louis, shown above, are miles painted on Telegraph Poles, and are not actual.

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

- Hamburg Subdiv. No. 851 is superior to No. 850.**
- Warren Subdiv. No. 891 is superior to No. 890.**
- Farmerville Subdiv. No. 197 is superior to No. 196.**
- Collinston Subdiv.: No. 881 is superior to No. 968.**
- No. 881 is superior to No. 882.**
- No. 883 is superior to No. 968.**
- No. 883 is superior to No. 882.**
- No. 967 is superior to No. 968.**

Between PB Jct. and South Jct., Pine Bluff Subdiv., trains have no timetable superiority and will move at restricted speed expecting to find other trains or engines occupying main track.

2. MAXIMUM SPEED:

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

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A"....Diesel engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B"....Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C"....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tightlock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242, are streamlined—HIGH center of gravity cars.

CONSIST "D"....Diesel engines with streamlined, lightweight —LOW center of gravity cars only.

MP passenger cars of the 700 and 800 series, Sleepers with "Eagle" and "Cascade" prefix or "River" suffix and Rock Island Sleepers with "Golden" prefix, are streamlined—LOW center of gravity cars.

	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		Curves with slow speed signs
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	
Pine Bluff Subdivision.....	45	59	59	59		59	59	
McGehee Subdivision								
Between McGehee and Monroe Yard.....	50	65	70	70		70	70	
Monroe Subdivision:					Speed			Five miles
Between Monroe Yard and Riverton.....	50	65	70	70		70	70	
Between Riverton and Grayson.....	45	50	55	55		55	55	per hour
Between Grayson and Howcott.....	45	55	60	60	shown on	60	60	
Between Howcott and Simms.....	45	50	55	55		55	55	above speed
Between Simms and Texmo Jct.....	45	55	60	60		60	60	
Lake Providence Subdivision.....	30	45	50	50	slow speed	50	50	shown on
Collinston Subdivision.....	30	45	45	45		45	45	
Huttig Subdivision.....	25	30	30	30		30	30	slow speed
Farmerville Subdivision.....	20	30	30	30	signs	30	30	
Hamburg Subdivision.....	25	30	30	30		30	30	signs
Warren Subdivision.....	25	35	35	35		35	35	
Eudora Subdivision.....	25	35	35	35		35	35	

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MO. PAC.		T&P	
DIESEL ENGINES	DIESEL ENGINES	DIESEL ENGINES	DIESEL ENGINES
Diesel MPH	Diesel MPH	Diesel MPH	Diesel MPH
201 to 208.....65	1100 to 1130.....65		
301 to 392.....65	1500 to 1582.....65		
501 to 626.....65	2000 to 2017.....85		
800 to 815.....30			
4100 to 4101.....35	MV-KO&G-OCAA		
4102 to 4103.....75	DIESEL ENGINES		
4104 to 4371.....65	751 to 756.....65		
4501 to 4526.....65			
7000 to 7021.....98	Motor Cars:		
7100.....90	Passenger Motor		
8001 to 8036.....98	Car No. 670, with		
9000 to 9022.....35	mechanical drive		
9102 to 9191.....35	.....70		
9200 to 9239.....35			

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

Miles Per Hour

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars: Subdiv.:

Pine Bluff, McGehee and Monroe.....	25
Lake Providence and Collinston.....	20
Warren, Eudora, Hamburg, Huttig and Farmerville.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

Through No. 10 lateral turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnouts and crossovers, entire train.....	30
Through No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 Spring Switch.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 Spring Switches.....	30

(In straightaway movement when lead wheels have passed over points of Spring Switches, normal speed may be resumed).

SPECIAL INSTRUCTIONS

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:		Miles Per Hour	
		Consist "A"	Consist "B-C-D"
Little Rock:	Between North Little Rock and Rock Street Jct., East Little Rock via Jct. Bridge.....	10	10
Arkansas River:	Draw Bridge, Mile Post 345, Pole 1..	8	8
East Little Rock:	Over C. R. I. & P. Crossing.....	20	20
	Over East Sixth Street Viaduct, Mile Post 347, Pole 16.....	20	20
North Jct.:	Through No. 10 turn out.....	15	15
South Jct.:	Through No. 10 turn out.....	15	15
Pine Bluff:	Between PB Jct., Mile Post 387, Pole 3, and South Jct., Mile Post 388, Pole 25.	Restricted Speed	
Benton Subdiv.:	Trains and engines must stop and flagman protect movement over Highway No. 65 Crossing, Mile Post 411, Pole 18.		
Pine Bluff			
Dumas:	No. 131 Sunday to discharge mail....	..	20
	City Limits, between hours of 7:00 A. M. and 9:00 P. M.....	25	25
Huttig Subdiv.:	Between Louisville Ave., Highway Crossing and Monroe Jct.....	15	15
Monroe	Trains and engines must stop at DeSiard Street, Huttig Subdiv., and proceed only after a member of crew has protected crossing.		
Monroe:	Over all unprotected grade crossings within city limits.....	45	45
Ouachita River:	Bridge 5281, Mile Post 528, Pole 4...	30	30
Monroe Subdiv.:	Between RR Jct., and Texmo Jct., on Southward Main.....	20	20
Alexandria:	City Limits.....	25	25
Gilbert:	City Limits.....	25	25
El Dorado:	All trains between Mile Post 492, Pole 4 and Mile Post 492, Pole 12...	Restricted Speed	
Ouachita River:	Bridge 5277, Mile Post 527, Pole 21, Engines classifying over E-45.....	10	10
Clayton Jct.:	Through No. 10 turn out.....	15	15
Concordia Jct.:	Through No. 10 turn out.....	15	15
Warren Subdiv.:	Trains and engines must stop at Monticello Main Street, and proceed only after a member of crew has protected crossing.		

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION 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	
McGehee Subdiv.:									
60	409	4	408	29	60	408	29	409	4
60	456	7	455	7	60	455	7	456	7
50	490	20	486	13	50	486	13	490	20
60	497	16	497	3	60	497	3	497	16
Monroe Subdiv.:									
60	507	12	507	1	60	507	1	507	12
60	525	3	524	17	60	524	17	525	3
50	590	00	589	10	50	589	10	590	00
Collinston Subdiv.:									
15	553	26	553	9	15	553	9	553	26
20	600	4	599	26	20	599	26	600	4
15	637	9	636	20	15	636	20	637	9
20	642	4	641	26	20	641	26	642	4
15	643	14	642	9	15	642	9	643	14
10	650	13	650	5	10	650	5	650	13

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW: Miles Per Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition..... As Authorized By Superintendent

Dead engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of superintendent or Master Mechanic.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

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

Pile Drivers..... 25

Steam Shovels..... 25

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

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 cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers (self-propelling)..... 25

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 shored 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. Side rods and cranks must be removed from trucks.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—Continued:

Miles
Per
Hour

Locomotive Cranes or Clam Shells..... 25

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.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars.. 25

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Wrecking Cranes (non-self-propelling)..... 25

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

3-F. (Concluded):

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
55	35

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A"

Scale Test Cars..... 30
Scale test cars must be handled next to cabooses.

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

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE PHONE	STREET ADDRESS RESIDENCE	RESIDENCE PHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw	{ PProspect 1-0500. { Main 1-1000 Station 730.		
HOSPITAL	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221		
★Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	300 Ridgway	MO. 6-1515.
★Dr. S. C. Fulmer, Physician in Charge	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	2018 Wolfe	FR. 5-8698.
★Dr. L. G. Holt, Asst. District Surgeon	Little Rock, Ark.	1310 Lincoln	FR. 4-5058 and FR. 2-6221	5700 Country Club	FR. 3-8907.
EMERGENCY STATION	Pine Bluff, Ark.	Suite 214 National Bldg.	268.		
★Dr. B. D. Luck	Pine Bluff, Ark.	Suite 214 National Bldg.	268.	310 Harding	167.
★Dr. H. S. Stern	Pine Bluff, Ark.	1315 Linden	89.	1800 West Twenty-Fifth	6485.
★Dr. H. J. Morris	Pine Bluff, Ark.	1030 Cherry	230.	3621 Cherry	6520.
★Dr. C. W. Dixon	Gould, Ark.	Stewart Drug Co.	3-3412	Gould	3-2151.
★Dr. H. A. Rands	Dumas, Ark.	135 Waterman	39.	415 Farmer	82.
EMERGENCY STATION	McGehee, Ark.				
★Dr. S. B. Moss	McGehee, Ark.	126 Pine	32.	1007 North Second	316.
★Dr. J. H. Burge	Lake Village, Ark.	Lake Village	66.	South Cokley	21.
★Dr. W. J. Weaver	Eudora, Ark.	115 South Archer	5-4376.	North Mabry	5-4307.
★Dr. J. P. Davis	Lake Providence, La.	119 Scarborough	108.	Fifth & Davis	153.
★Dr. D. F. Davis	Lake Providence, La.	119 Scarborough	108.	Fifth & Davis	58.
★Dr. E. O. Edgerton	Tallulah, La.	211 North Cedar	160.	1201 Bayou Drive	120.
★Dr. J. R. Whitaker	Newellton, La.	Newellton	2131.	Newellton	2151.
★Dr. T. W. Talkingan	Waterproof, La.	Waterproof	131.	Waterproof	131.
★Dr. M. E. Smith	Dermott, Ark.	124 East Peddicord	279.	520 South Trotter	89.
★Dr. E. Baker	Dermott, Ark.	118 North Freeman	38.	114 South Freeman	38.
★Dr. H. W. Thomas	Dermott, Ark.	105 North Freeman	210.	118 South School	228.
★Dr. J. B. Holder, Jr.	Monticello, Ark.	814 North Main	17.	801 North Main	372.
★Dr. E. D. Butler	Oak Grove, La.	Briggs Street	253.	Marietta Street	105.
★Dr. L. C. Barnes	Hamburg, Ark.	212 East Lincoln	112.	East Parker	21.
★Dr. A. E. Cone	Portland, Ark.	Rear of City Drug Co.	2151.	Southeast of Depot	2501.
★Dr. M. C. Crandall	Wilmot, Ark.	Wilmot	31 F 3.	Wilmot	21.
★Dr. E. M. Clark	Mer Rouge, La.	Mer Rouge	2051.	Mer Rouge	2141.
★Dr. G. D. Williams	Mer Rouge, La.	Mer Rouge	2301.	Mer Rouge	2481.
HOSPITAL	Monroe, La.	St. Francis Sanitarium	5-2611.		
★Dr. J. Q. Graves	Monroe, La.	320 North Third	2-0547	1300 Riverside	2-6747.
★Dr. B. B. Cobb	Monroe, La.	320 North Third	3-1072.	1412 South Grand	3-3731.
★Dr. D. O. Sherman	Columbia, La.	230 Pearl	2337.	230 Pearl	2337.
★Dr. E. L. Carroll	Columbia, La.	410 Main	2611.	621 Stringer	2413.
★Dr. F. A. Thomas	Urania, La.	Urania	3-2930.	Urania	3-2635.
★Dr. T. L. Tannehill	Urania, La.	Urania	3-2930.	Tullos	4-6501.
EMERGENCY STATION	Alexandria, La.	Baptist Sanitarium	3-7251.		
★Dr. R. B. Wallace, Sr.	Alexandria, La.	712 Jackson	3-6333.	2225 Jackson	2-5161.
★Dr. R. B. Wallace, Jr.	Alexandria, La.	712 Jackson	3-6333.	316 Park Place	2-5222.
★Dr. J. A. White, Jr.	Alexandria, La.	226 Bolton	8838.	1740 Jackson	6464.
★Dr. W. M. McBride	Alexandria, La.	328 Third Street	2-3366.	1836 Albert	2-7484.
★Dr. M. B. Pearce	Alexandria, La.	328 Third Street	2-3366.	1001 City Park	9878.
★Dr. H. H. Hardy, Jr.	Alexandria, La.	328 Third Street	2-3366.	2103 Marye	2-5933.
★Dr. J. Morgan Lyons	New Orleans, La.	1500 Hibernia Bank Bldg.	Magnolia 5311.	2006 Jefferson	TY-3664.
Dr. M. D. Paine	New Orleans, La.	1500 Hibernia Bank Bldg.	Magnolia 5311.	5000 South Claiborne	CH-9648.
★Dr. J. B. Wharton, Sr.	El Dorado, Ark.	312 North Jefferson	3-4101.	484 North Washington	3-3240.
★Dr. J. B. Wharton, Jr.	El Dorado, Ark.	312 North Jefferson	3-4101.	808 East Eighth	3-7550.
★Dr. J. H. Pinson	El Dorado, Ark.	312 North Jefferson	3-4101.	515 East Faulkner	3-3268.
★Dr. W. V. Garnier	Bastrop, La.	203 North Franklin	94.	420 West Hickory	131.
★Dr. F. B. Ogden	Bastrop, La.	203 North Franklin	94.	Newton Street	93.
★Dr. H. F. Mayfield	Huttig, Ark.	Huttig, Ark.	2946.	Huttig, Ark.	2946.
★Dr. V. S. Gully	Marion, La.	Marion	88.	Marion	34.
★Dr. H. C. Chambers	Rayville, La.	127 South Benedette	2076.	709 Louisa	2306.
★Dr. T. M. Sayre	Rayville, La.	127 South Benedette	2076.	901 Julia	3627.
★Dr. H. T. Rogers	Winnboro, La.	502 Prairie	4571.	1504 Moore	5364.
★Dr. S. Carriere, Jr.	Winnboro, La.	502 Prairie	4571.	1714 Front	4484.
★Dr. R. E. King	Winnboro, La.	West Street	4545.	West Street	4545.
★Dr. L. P. Coleman	Ferriday, La.	Ferriday Hospital	3491.	Lake St. John	2911.
★Dr. J. H. Pankey	Ferriday, La.	603 Louisiana	3271.	603 Louisiana	3801.
★Dr. F. S. Dixon	Natchez, Miss.	307 Franklin	7227.	511 South Union	5530.
★Dr. W. K. Stowers	Natchez, Miss.	304 Franklin	4616.	209 Clifton	8478.

★Medical Examiners for Examination of all Applicants.

★★Medical Examiners for Examination of Applicants not required to take color perception tests.