

## DIVISION OFFICERS

- J. C. LOVE.....Superintendent.....Monroe, La.  
R. HICKMAN.....Assistant Superintendent,  
Little Rock Terminals  
.....North Little Rock, Ark.  
J. B. McCORMACK.....Trainmaster, Little Rock Terminals,  
.....North Little Rock, Ark.  
R. G. SWINDLER.....Trainmaster, Pine Bluff,  
McGehee, Warren and Hamburg  
Subdivs.....McGehee, Ark.  
K. M. CONVERSE.....Assistant Superintendent,  
Alexandria Terminal. Alexandria, La.  
J. D. WALLACE.....Trainmaster, Monroe, Collinston  
(between El Dorado and Collins-  
ton, including Collinston Yard),  
and Huttig 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.  
R. L. CUSTER.....Trainmaster, Wynne, Helena,  
Knobel, Holly Grove, Marianna  
and Brinkley Subdivs.....Wynne, Ark  
C. H. BELL.....Assistant Trainmaster, Pine  
Bluff, McGehee, Warren and  
Hamburg Subdivs.....McGehee, Ark.  
A. J. SPEER.....Road Foreman of Engines. Monroe, La.  
J. M. SPURR.....Road Foreman of Engines. Wynne, Ark.  
P. O. BEDGOOD.....Division Trainmaster, Pine Bluff,  
McGehee, Monroe, Collinston,  
Lake Providence, Eudora, Hut-  
tig, Hamburg and Warren Sub-  
divs. .... Monroe, La.  
M. S. STREETER.....Division Trainmaster, Wynne,  
Marianna, Knobel, Helena,  
Brinkley and Holly Grove Sub-  
divs. .... Wynne, Ark.

SAFETY FIRST



# MISSOURI PACIFIC RAILROAD COMPANY

---

## LOUISIANA DIVISION

---

# TIMETABLE

# No. 2

Effective 12:01 a. m. Sunday, Oct. 11, 1959

CENTRAL STANDARD TIME

---

Superseding Louisiana Division Timetable  
No. 1, effective May 1, 1958, and all Supple-  
ments thereto.

---

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 1,  
THIS DIVISION, EFFECTIVE MAY 1, 1958.

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

---

L. A. GREGORY, Vice President-Operation.

E. C. SHEFFIELD, Assistant Vice President-Operation.

J. A. AUSTIN, 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.

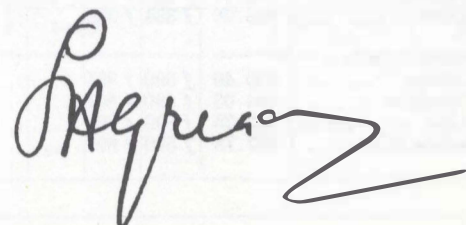
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President—Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Little Rock.....	Ark.....202	La.....132	3:40 a. m.	1 Hr.	For connection.
" ".....	".....32	".....132	12:50 a. m.	1 Hr.	" "
" ".....	La.....131	Ark.....1 & 201	2:20 a. m.	1 Hr.	" "
" ".....	".....131	".....1 & 21	2:20 a. m.	1 Hr.	For revenue passengers destined McGehee and beyond.
McGehee.....	".....132	La.....335	9:10 p. m.	10 Min.	For revenue passengers.
Alexandria.....	".....132	DeQuincy.....132	5:10 p. m.	1 Hr.	For connection.
".....	DeQuincy.....131	La.....131	Indefinitely		" "

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.
- g—Stop on signal to discharge revenue passengers from Monroe and beyond and to receive revenue passengers for Pine Bluff and beyond.
- k—Stop on signal to discharge revenue passengers from Pine Bluff and beyond and to receive revenue passengers for Monroe and beyond.

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

Station	Miles from St. Louis	Train Numbers			
<b>Wynne Subdiv.:</b>					
Lake View.....	338.68	f 334	f 335		
Wabash.....	341.42	f 334	f 335		
Ratio.....	353.02	f 334	f 335		
Lundell.....	358.64	f 334	f 335		
Crumrod.....	361.80	f 334	f 335		
Deerfield.....	366.13	f 334	f 335		
Stimson.....	372.16	f 334	f 335		
Mozart.....	374.00	f 334	f 335		
Benzal.....	377.98	f 334	f 335		
Yancopin.....	383.24	f 334	f 335		
Kelso.....	393.98	f 334	f 335		
<b>Warren Subdiv.:</b>					
Collins.....	430.40	f 890	f 891		
Cominto.....	434.03	f 890	f 891		
Allis.....	452.36	f 890	f 891		
Saline River.....	457.78	f 890	f 891		

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

Station	Miles from St. Louis	Train Numbers			
<b>Brinkley Subdiv.:</b>					
Lake Ridge.....	331.62	f 396	f 397		
Kendall.....	332.62	f 396	f 397		
Poplar Grove.....	334.49	f 396	f 397		
Hicks.....	341.91	f 396	f 397		
Postelle.....	344.31	f 396	f 397		
Palmer.....	346.74	f 396	f 397		
Raymond.....	352.69	f 396	f 397		
Blackton.....	355.34	f 396	f 397		
Smale.....	357.84	f 396	f 397		
Towle.....	358.37	f 396	f 397		
Monroe.....	359.62	f 396	f 397		
Rich.....	362.47	f 396	f 397		
Stoops.....	364.95	f 396	f 397		
Emmons.....	365.96	f 396	f 397		

PINE BLUFF SUBDIV.—BETWEEN LITTLE ROCK AND McGEHEE

3

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS		FIRST CLASS			No. 2	STATIONS	FIRST CLASS			SECOND CLASS		
169	191		131				132			190	168	
Red Ball Freight	Local Freight		Passenger									Passenger
Daily	Tue., Thur., Sat.		Daily		Daily	Mon., Wed., Fri.	Daily					
			1 20AM	345.68	LITTLE ROCK-UNION STATION	X346	Yd.	11 20PM				
				345.44	RIVER TRACK CONN.							
				346.30	MAIN ST. JCT. (End 2nd Main)	K 1						
				346.31	SCOTT STREET (Detour Jct.)							
				346.49	JCT. BRIDGE (Detour Crossing)							
8 00PM	6 00AM			343.67	CS. North Little Rock @DTWY	X344	Yd.		11 00AM	11 00PM		
				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 JCT.							
				346.92	CS. RI TOWER & I.&P. Crossing							
8 15	6 15		1 28	349.17	P. EAST LITTLE ROCK YARD		Yd.	11 04	10 20	9 45		
	6 25			351.73	LS SWEET HOME	K 6			10 10			
8 25	6 35		1 36	354.14	P. HIGGINS	K 8	90	10 58	10 00	8 45		
8 35 <sup>168</sup>	6 45		1 40	357.76	P. WRIGHTSVILLE	K 12	125	10 54	9 50	8 35 <sup>169</sup>		
8 47	7 00		1 47	364.55	P. HENSLEY	K 19	90	10 47	9 35	8 10		
9 01	7 15		1 57	373.57	P. JEFFERSON SPRINGS	K 28	55	10 37	9 20	7 53		
9 10	7 25		2 01	376.90	P. SAMPLES	K 31	90	10 33	9 10	7 48		
				378.97	TP DEXTER	K 33						
9 20	7 40		2 07	381.81	P. BALDWIN	K 36	165	10 28	9 00	7 40		
				387.09	P. PB JCT.	Y						
				387.42	ST. L. S. W. CROSSING							
				387.48	P. NORTH JCT.			10 20	8 45	7 25		
			s 2 30	388.45	CS. PINE BLUFF	K 43		s 10 15				
			2 31	388.78	SOUTH JCT.							
				388.88	P. PINE BLUFF YARD		Yd.					
10 07 <sup>132</sup>	8 15		2 33	390.12	P. B SIDING		240	10 07 <sup>169</sup>	8 15	6 58		
10 50	8 30		2 42	398.38	P. NOBLE LAKE	K 53	93	9 58	8 00	6 28		
11 00	8 40		2 47	402.53	P. MOSCOW	K 57	100	9 53	7 50	6 20		
11 15	8 55		2 55	409.69	LS GRADY	K 64	115	9 45	7 35	6 10		
11 30	9 15		3 07	420.26	LS GOULD	K 75	100	9 33	7 15	5 55		
11 40	9 30		3 15	427.57	DX SIDING		54	9 24	7 00	5 45		
			a 3 16	427.91	LS DUMAS	K 82		s 9 22				
11 50PM	10 07		3 21	431.03	TP PICKENS	K 86	93	9 18	6 35	5 40		
12 01AM	10 25		3 26	435.89	P. WINCHESTER	K 90	54	9 13	6 25	5 33		
12 15	10 35		3 31	440.58	TP TILLAR	K 95	115	9 08	6 15	5 25		
				446.50	ABS GG SIDING		30					
1 00AM	11 00AM		s 3 40AM	447.23	CS. McGEHEE @DWY	C 432	Yd.	s 9 00PM	6 00AM	5 15PM		
Daily	Tue., Thur., Sat.		Daily		Passenger.....102.03			Daily	Mon., Wed., Fri.	Daily		
					Freight.....101.96							

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

## WYNNE SUBDIV.—PARAGOULD YARD TO MCGEHEE

Station Numbers	Miles from St. Louis	TIMETABLE No. 2 OCTOBER 11, 1959	TRAINS SOUTHWARD									
			FIRST CLASS	SECOND CLASS								
			335 Passenger		373 Red Ball Freight	361 Red Ball Freight	391 Local Freight	395 Local Freight	397 Local Freight	369 Red Ball Freight		
		Daily	Daily	Daily	Mon., Wed., Fri.	Mon., Wed., Fri.	Mon., Wed., Fri.	Daily				
C 243	219.93	CS.PARAGOULD YARD @YDW\$				1 30AM <sup>370</sup>	4 45AM					12 30PM <sup>360</sup>
	6.40											
C 250	226.33	P.....TUNIS.....				1 50	5 05					12 50
	4.97											
C 255	231.30	P.....BROOKLAND.....				1 58	5 20					12 58
	6.77											
C 262	238.15	LS.Nettleton S.L.S.-F. Crossing.				2 10	5 35					1 25 <sup>390</sup>
	7.79											
C 269	245.86	P.....CARY.....				2 25	5 50					1 40
	5.80											
C 275	251.66	P.....GREENFIELD.....				2 33	6 00					1 48
	5.05											
C 280	256.71	LS.....HARRISBURG.....				2 41	6 50					1 56
	11.15											
C 291	267.86	LS.....CHERRY VALLEY.....				2 57	7 20					2 14
	6.46											
C 298	274.32	TP.....VANNDALE.....				3 07	7 35					2 25
	8.00											
C 304	280.32	CS.....WYNNE.....DWY\$				3 20	9 15 <sup>360</sup>					3 00
	0.03											
	280.35	.....Arkansas Div. Crossing.....										
	0.82											
C 305	281.17	P.....PD SIDING.....				3 22	9 28					3 02
	9.75											
C 314	290.92	P.....CALDWELL.....				3 36	9 55					3 25
	4.00											
C 318	294.92	P.....ROSINE.....				3 42	10 15					3 31
	0.80											
C 319	295.72	LS.....FORREST CITY.....				3 45	10 25					3 34
	0.21											
	295.93	.....C. R. I. & P. CROSSING.....										
	0.47											
C 320	296.40	P.....DX SIDING.....				3 49	11 00					3 40
	5.56											
C 326	301.96	P.....AW SIDING.....				3 58	11 25					3 51
	11.13											
	313.09	.....MARIANNA JCT.....				12 13AM	4 17	11 40			11 15AM	4 15
	0.04											
C 337	313.13	LS.....MARIANNA.....Y				12 14	4 18	11 50AM			11 20	4 16
	0.37											
C 339	313.50	P.....RA SIDING.....				12 16	4 19	12 15PM			11 22AM	4 18
	5.80											
C 343	319.30	P.....GK SIDING.....				12 24	4 32	12 25			12 05PM	4 32
	5.10											
	325.40	.....LD JCT.....				12 46	4 41	12 40			12 15	5 30
	0.16											
C 349	325.56	CS.....LEXA.....W				12 48	4 47	12 45PM		7 45AM	12 25	5 32
	1.17											
	326.73	P.....DD JCT.....Y	6 10PM			12 50	4 50			7 48	12 45	5 35
	2.53											
C 353	329.26	P.....BARTON JCT.....	6 13			12 54	4 55			7 55	12 50PM	5 40
	6.05											
C 359	335.31	P.....ONEIDA.....	s 6 23			1 05	5 10			8 15 <sup>372</sup>		5 53
	4.58											
C 363	339.89	P.....LA SIDING.....	6 30			1 12	5 20			8 32		6 02
	7.29											
C 371	347.18	LS.....ELAINE.....	s 6 42 <sup>369</sup>			1 23	5 55 <sup>360</sup>			9 05		6 42 <sup>335</sup>
	9.46											
C 380	356.64	LS.....MELLWOOD.....	s 6 56			1 38	6 10			9 45		7 20 <sup>370</sup>
	5.65											
C 386	362.29	P.....FERGUSON.....	7 04 <sup>370</sup>			1 47	6 25			10 34 <sup>334</sup>		7 30
	6.60											
C 392	368.89	LS.....SNOW LAKE.....	s 7 14			1 57	6 59 <sup>372</sup>			10 45		7 42
	8.98											
	377.87	P.....DRAW BRIDGE.....										
	3.27	White River										
C 405	381.14	P.....MEDINA.....	f 7 32			2 17	7 35 <sup>394</sup>			11 25AM		8 06
	0.86											
	382.00	P.....DRAW BRIDGE.....										
	5.07	Arkansas River										
C 411	387.07	LS.....WATSON.....	s 7 46			2 27	7 45			12 25PM		8 19
	9.41											
C 420	396.48	TP.....ROHWER.....	s 7 58			2 42	8 00			12 50		8 34
	6.05											
C 426	402.53	P.....MCARTHUR.....	f 8 07			2 51	8 10			1 30		8 44
	5.59											
C 432	408.12	CS...McGEHEE.....@DWY\$	s 8 20PM			3 00AM <sup>360</sup>	9 30AM <sup>334</sup>			2 00PM		9 00PM
	188.19		Daily			Daily	Daily	Mon., Wed., Fri.	Mon., Wed., Fri.	Mon., Wed., Fri.		Daily

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



## MCGEHEE SUBDIV.—MCGEHEE TO MONROE

### TIMETABLE No. 2 OCTOBER 11, 1959

#### TRAINS SOUTHWARD

##### FIRST CLASS

##### SECOND CLASS

**131**  
Passenger

**169**  
Red Ball  
Freight

**193**  
Local  
Freight

**361**  
Red Ball  
Freight

**369**  
Red Ball  
Freight

#### STATIONS

Daily

Daily

Mon., Wed.,  
Fri.

Daily

Daily

Station Numbers	Miles from St. Louis	STATIONS	131 Passenger	169 Red Ball Freight	193 Local Freight	361 Red Ball Freight	369 Red Ball Freight
C 432	408.12	CS..... <b>MCGEHEE</b> .....@DWY\$	3 55AM	6 30AM	7 00AM	12 01PM	10 30PM
	408.66	P..... <b>HH SIDING</b> .....					
C 430	415.69	LS..... <b>DERMOTT</b> .....	s 4 09	6 50	7 15	12 20	10 50
C 446	422.06	P..... <b>HUDSPETH</b> .....	4 17	7 00	7 25	12 30	11 00
C 451	427.43	P..... <b>BOYDELL</b> .....*	4 23	7 10	7 35	12 38	11 10
C 456	432.14	CS..... <b>MONTROSE</b> .....@	s 4 35	7 20	7 45	12 45	11 20
C 460	436.43	LS..... <b>PORTLAND</b> .....*	k 4 41	7 27	8 01	12 51	11 28
C 464	440.16	P..... <b>SUNSHINE</b> .....	4 45	7 35	8 35	12 57	11 35
C 469	445.01	LS..... <b>PARKDALE</b> .....*	4 50	7 43	8 50	1 04	11 42
C 473	449.35	LS..... <b>WILMOT</b> .....*	k 4 55	7 50	9 05	<b>120</b> <sup>162</sup>	11 48
C 476	452.53	P..... <b>KIMBALL ARK</b> .....	5 00	8 00	9 10	1 25	<b>11 59PM</b> <sup>360</sup>
C 481	457.25	P..... <b>JONES, LA</b> .....*	5 05	8 10	9 17	1 32	12 10AM
C 484	460.82	LS..... <b>BONITA</b> .....*	5 09	8 20	9 25	1 38	12 17
C 491	467.23	P..... <b>GALION</b> .....*	5 16	8 30	9 40	1 46	12 30
C 497	473.55	LS..... <b>MER ROUGE</b> .....*	a 5 23	<b>9 00</b> <sup>192</sup>	10 05	1 56	12 40
C 505	481.04	CS. <b>COLLINSTON</b> (Collinston Subdiv. Crossing) @Y	s 5 33	9 45	10 45	2 07	1 00
C 510	486.63	P..... <b>WHAM</b> .....	5 40	10 05	11 01	<b>2 23</b> <sup>168</sup>	1 20
C 515	491.80	LS..... <b>SWARTZ</b> .....*	5 46	10 20	<b>11 28</b> <sup>162</sup>	<b>2 40</b> <sup>370</sup>	1 40
C 519	495.87	P..... <b>SICARD</b> .....	5 50	10 30	11 40	2 46	2 00
	500.96	CS... <b>Monroe Jct. I. C. Crossing</b> ...Y					
C 525	502.43	CS..... <b>MONROE</b> .....@DWY\$	s 6 00AM	<b>11 00AM</b> <sup>162</sup>	11 58AM	3 00PM	2 30AM
	94.31		Daily	Daily	Mon., Wed., Fri.	Daily	Daily

## HELENA SUBDIV.—BETWEEN LD JCT. AND HELENA

#### TRAINS SOUTHWARD

#### TRAINS NORTHWARD

##### SECOND CLASS

##### FIRST CLASS

### TIMETABLE No. 2 OCTOBER 11, 1959

Station Numbers

Siding Capacity in Cars

##### FIRST CLASS

##### SECOND CLASS

**399**  
Red Ball  
Freight

**335**  
Passenger

**337**  
Passenger

Miles from St. Louis

**334**  
Passenger

**336**  
Passenger

**398**  
Red Ball  
Freight

Daily

Daily

Daily

#### STATIONS

Daily

Daily

Daily

1 30AM

**6 02PM**<sup>336</sup>

**11 33AM**<sup>334</sup>

325.40

.....**LD JCT.**.....

.....

3 30AM

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



# McGEHEE SUBDIV.—MONROE TO McGEHEE

Siding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE No. 2</b> OCTOBER 11, 1959		<b>TRAINS NORTHWARD</b>						
				FIRST CLASS		SECOND CLASS				
				132 Passenger		192 Local Freight Tue., Thur., Sat.	162 Tonnage Freight Daily	168 Red Ball Freight Daily	370 Red Ball Freight Daily	360 Red Ball Freight Daily
STATIONS		Daily								
Yd.	408.12	P.....McGEHEE.....@DWY	\$ 8 45PM			11 30AM	3 00PM	4 30PM	4 35PM	2 00AM
		0.54								
30	408.66	P.....HH SIDING.....								
		7.03								
115	415.69	LS.....DERMOTT.....	\$ 8 35			11 15	2 15	4 05	4 21	1 15
		6.37								
115	422.06	P.....HUDSPETH.....	8 27			11 01	2 05	3 57	4 12	1 00
		5.37								
115	427.43	P.....BOYDELL.....*	8 21			10 50	1 56	3 50	4 05	12 50
		4.71								
115	432.14	CS.....MONTROSE.....@	\$ 8 10			10 40	1 49	3 42	3 57	12 38
		4.29								
93	436.43	LS.....PORTLAND.....*	\$ 8 05			10 30	1 41	3 35	3 51	12 30
		3.73								
115	440.16	P.....SUNSHINE.....	8 00			10 20	1 35	3 30	3 46	12 22
		4.85								
115	445.01	LS.....PARKDALE.....*	7 55			10 10	1 27	3 23	3 40	12 15
		4.34								
93	449.35	LS.....WILMOT.....*	\$ 7 50			9 55	<b>1 20</b> <sup>361</sup>	3 17	3 35	12 07AM
		3.18								
115	452.53	P.....KIMBALL, ARK.....	7 46			9 45	12 55	3 12	3 31	<b>11 59PM</b> <sup>369</sup>
		4.72								
93	457.25	P.....JONES, LA.....*	7 41			9 35	12 46	3 05	3 25	11 40
		3.57								
115	460.82	LS.....BONITA.....*	7 37			9 25	12 40	2 58	3 20	11 30
		6.41								
115	467.23	P.....GALION.....*	7 30			9 10	12 30	2 48	3 12	11 15
		6.32								
115	473.55	LS.....MER ROUGE.....*	<b>a</b> 7 23			<b>9 00</b> <sup>169</sup>	12 20	2 40	3 04	11 00
		7.49								
115	481.04	CS.COLLINSTON { Collinston Subdiv. Crossing } @Y	\$ 7 15			8 40	12 01PM	2 30	2 54	10 20
		5.59								
115	486.63	P.....WHAM.....	7 04			8 01	11 40AM	<b>2 23</b> <sup>361</sup>	2 47	10 00
		5.17								
150	491.80	LS.....SWARTZ.....*	6 58			7 50	<b>11 28</b> <sup>193</sup>	2 10	<b>2 40</b> <sup>361</sup>	9 52
		4.07								
115	495.87	P.....SICARD.....	6 53			7 40	11 15	2 00	2 15	9 45
		5.09								
500	96	CS..Monroe Jct. I. C. Crossing...Y								
		1.47								
Yd.	502.43	CS.....MONROE.....@DW	\$ 6 45PM			7 30AM	<b>11 00AM</b> <sup>169</sup>	1 45PM	2 00PM	9 30PM
		94.31								
			Daily			Tue., Thur., Sat.	Daily	Daily	Daily	Daily

# KNOBEL SUBDIV.—BETWEEN KNOBEL AND PARAGOULD YARD

TRAINS SOUTHWARD				Miles from St. Louis	<b>TIMETABLE No. 2</b> OCTOBER 11, 1959		Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									SECOND CLASS				
				198.55	CS.....KNOBEL.....Y	X 199	Yd.						
					20.74								
				219.29	P.....PARAGOULD.....	C 243							
					0.10								
				219.39	...ST. L. S. W. CROSSING....								
					0.54								
				219.93	CS.PARAGOULD YARD@DYW		Yd.						
					21.38								

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

MONROE SUBDIV.—MONROE TO TEXMO JCT.

Station Numbers	Miles from St. Louis	TIMETABLE No. 2 OCTOBER 11, 1959	TRAINS SOUTHWARD						
			FIRST CLASS		SECOND CLASS				
			131 Passenger		369 Red Ball Freight	195 Local Freight	169 Red Ball Freight	361 Red Ball Freight	
STATIONS			Daily		Daily	Tue., Thur., Sat.	Daily	Daily	
C 525	502.43	CS..... MONROE.....@DW\$ 4.17	6 20AM		3 30AM	4 30AM	11 00AM <sup>162</sup>	3 35PM	
C 530	506.60	P..... MA SIDING..... 5.08	6 35		3 50	4 38	11 10	3 42	
C 535	511.68	P..... FONDALE..... 4.93	6 41		3 58	4 45	11 27 <sup>194</sup>	3 50	
C 540	516.61	P..... BOSCO..... 4.84	6 46		4 05	4 52	11 35	3 57	
C 545	521.45	P..... COREY..... 4.84	6 51		4 12	5 00	11 42	4 05	
C 550	526.29	P..... RIVERTON..... 1.93	6 56		4 20	5 09	11 50AM	4 15	
	528.22	P..DRAW BRIDGE.. {Ouchita River 2.21							
C 554	530.43 530.56	LS..... COLUMBIA.....* 4.59	d 7 05		4 30	5 30	12 01PM {12 20 <sup>168</sup> 12 35 <sup>370</sup>	4 25	
C 558	535.15	CS..... GRAYSON.....@* 2.29	d 7 15		4 45	6 03		4 35	
C 561	537.44	TP..... CLARKS..... 4.04	s 7 19			6 15			
C 565	541.48	P..... KELLY.....* 7.22	7 25		4 57	6 30	12 55	4 45	
C 572	548.70	LS..... OLLA.....* 4.11	d 7 38		5 10	6 50	1 10	4 57	
C 576	552.81	LS..... URANIA.....* 3.74	7 44		5 37	7 05	1 20	5 15 <sup>132</sup>	
C 581	556.55	LS..... TULLOS.....* 3.23				7 20			
C 583	559.78	P... ROCHELLE T. & G. Crossing... 1.85							
C 585	561.63	P... Georgetown L. M. Crossing... Y 7.80	s 7 57	} <sup>194</sup> 195	5 55	7 57 <sup>131</sup>	1 40	5 35	
C 593	569.43	P..... HOWCOTT..... 7.54	8 06		6 10	8 40 <sup>162</sup>	1 55	5 47	
C 601	576.97	P..... ANTONIA..... 4.52	8 16	182	6 25	9 05	2 20	6 10 <sup>360</sup>	
C 605	581.49	LS..... POLLOCK.....* 5.48	8 22		6 40 <sup>194</sup>	9 35	2 30	6 20	
C 611	586.97	P..... SIMMS..... 5.65	8 29		7 00	{10 00 <sup>168</sup> 10 10 <sup>370</sup>	3 00	6 35	
C 616	592.62	LS.. TIOGA L. & A. Crossing.....* 2.55	8 36		7 35 <sup>162</sup>	11 00	3 20	6 45	
	595.17	...L. & A. CROSSING..... 1.46							
	596.63	...RR JUNCTION..... 1.19							
	597.82	P..... TEXMO JCT..... 1.21	8 45AM		8 00AM	11 45AM	3 50PM	7 00PM	
C 623	599.03	CS..... ALEXANDRIA..... 2.50	s 8 55AM						
C 625	601.53	CS.Alexandria Yard..@DWY\$			8 45AM	12 15PM	5 00PM <sup>360</sup>	7 30PM	
C 817		..... NEW ORLEANS.....\$			4 30PM		5 30AM	5 30AM	
	98.97		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

Sliding Capacity in Cars	Miles from St. Louis	<b>TIMETABLE</b> <b>No. 2</b> <b>OCTOBER 11, 1959</b>	<b>TRAINS NORTHWARD</b>							
			FIRST CLASS		SECOND CLASS					
			132 Passenger		194 Local Freight	162 Tonnage Freight	168 Red Ball Freight	370 Red Ball Freight	360 Red Ball Freight	
STATIONS			Daily		Mon., Wed., Fri.	Daily	Daily	Daily	Daily	
Yd.	502.43	CS..... MONROE .....@DWY	s 6 25PM			12 45PM	11 00AM <sup>169</sup>	1 45PM	2 00PM	9 30PM
115	506.60	P..... MA SIDING.....	6 16			12 01PM	10 33	1 20	1 35	9 05
89	511.68	P..... FONDALE.....	6 10			11 27AM <sup>169</sup>	10 25	1 10	1 25	8 57
115	516.61	P..... BOSCO.....	6 05			11 00	10 17	1 00	1 15	8 50
88	521.45	P..... COREY.....	6 00			10 40	10 10	12 50	1 05	8 42
115	526.29	P..... RIVERTON.....	5 54			10 25	10 03	12 40	12 55	8 35
.....	528.22	P...DRAW BRIDGE.. (Ouachita River								
.....	530.43	LS..... COLUMBIA.....	a 5 47			10 10	9 55	12 30	12 45	8 27
.....	530.56	CS..... GRAYSON.....@*	5 41			9 45 <sup>162</sup>	9 45 <sup>194</sup>	12 20PM <sup>169</sup>	12 35 <sup>169</sup>	8 15
n115)	535.15	TP..... CLARKS.....	s 5 36			9 35				
e115)	537.44	P..... KELLY.....*	5 31			9 20	9 32	11 55AM	12 05PM	7 45
150	548.70	LS..... OLLA.....*	5 22			9 00	9 20	11 40	11 50AM	7 30
115	552.81	LS..... URANIA.....*	5 15 <sup>361</sup>			8 45	9 10	11 30	11 40	7 20
27	556.55	LS..... TULLOS.....*				8 30				
.....	559.78	P...ROCHELLE T. & G. Crossing...								
e168)	561.63	P...Georgetown L. M. Crossing...Y	s 5 03			7 57 <sup>131</sup>	8 55	11 05	11 15	7 00
n115)	569.43	P..... HOWCOTT.....	4 53			7 30	8 40 <sup>195</sup>	10 50	11 00	6 45
n115)	576.97	P..... ANTONIA.....	4 43			7 00	8 16 <sup>131</sup>	10 25	10 40	6 10 <sup>361</sup>
87	581.49	LS..... POLLOCK.....*	4 37			6 40 <sup>369</sup>	8 00	10 10	10 25	5 55
115	586.97	P..... SIMMS.....	4 30			6 10	7 45	10 00 <sup>195</sup>	10 10 <sup>195</sup>	5 45
134	592.62	LS.. TIOGA L. & A. Crossing.....*	4 23			5 50	7 35 <sup>369</sup>	9 40	9 55	5 35
.....	595.17	.....L. & A. CROSSING.....								
.....	596.63	.....RR JUNCTION.....	4 18			5 25	7 20	9 20	9 45	5 20
.....	597.82	P..... TEXMO JCT.....	4 15PM			5 20AM	7 15AM	9 15AM	9 40AM	5 15PM
Yd.	599.03	CS..... ALEXANDRIA.....	4 10PM							
Yd.	601.53	CSAlexandria Yard .@DWY				5 00AM	7 00AM	9 00AM	9 20AM	5 00PM <sup>169</sup>
.....	.....	.....NEW ORLEANS.....						9 00PM	9 00PM	2 00AM
.....	98.97		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

## TRAINS SOUTHWARD

## SECOND CLASS

TIMETABLE		SECOND CLASS					
No. 2							
OCTOBER 11, 1959							
STATIONS		881	883	893	967	393	
Station Numbers	Miles from St. Louis	Freight	Freight	Local Freight	L. M. No. 51 Freight	Local Freight	
		Daily	Daily	Sun., Wed., Fri.	Daily	Tue., Thur., Sat.	
E 66 492.28LS	EL DORADO			4 01AM			
	11.19						
E 77 503.44P	LAWSON			4 25			
	3.40						
E 80 506.84TP	URBANA			4 32			
	6.02						
E 86 512.86LS	STRONG			4 47			
	5.30						
E 92 518.16	LAPIE			4 58			
	6.01						
E 97 523.17	DOLLAR JCT						
	1.82						
E 98 524.99P	FELSENTHAL			5 12			
	2.71						
E 527.70P	DRAW BRIDGE						
	9.38						
E 110 536.08P	WHITE ARK			5 37			
	11.87						
E 121 547.98P	W SIDING, LA.			6 01			
	5.04						
.....	A. & L. M. CROSSING						
	0.65						
E 127 553.64LS	BASTROP			6 15			
	6.79						
.....	MCGEEHEE SUBDIV. CROSSING						
	0.01						
C 508 560.44CS	COLLINSTON			7 01			
	7.14						
E 141 567.58TP	OAK RIDGE			7 25			
	10.27						
.....	I. C. CROSSING						
	0.06						
E 151 577.91LS	RAYVILLE			8 01			
	8.89						
E 160 586.80	ARCHBALD			8 30			
	2.80						
E 163 589.60TP	MANGHAM			8 40			
	3.95						
E 167 593.55	BASKIN			8 55			
	6.84						
E 174 600.39LS	WINNSBORO			9 15			
	9.12						
E 183 609.51P	GILBERT			9 35			
	4.90						
E 188 614.41LS	WISNER			9 45			
	9.09						
E 197 623.50TP	SICILY ISLAND			10 10			
	12.40						
.....	DRAW BRIDGE						
	0.18						
	Tensas River						
E 210 636.08LS	CLAYTON			10 40			
	1.13						
E 211 637.21P	CLAYTON JCT			10 50AM			
	0.57						
E 216 642.78LS	FERRIDAY			12 15PM			
	0.65						
E 217 643.43	CONCORDIA JCT						
	8.16						
E 228 651.59LS	VIDALIA						
	159.34						

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

# COLLINSTON SUBDIV.— VIDALIA TO EL DORADO

11

Siding Capacity in Cars  Miles from St. Louis		<b>TIMETABLE</b>		<b>TRAINS NORTHWARD</b>					
		<b>No. 2</b>		<b>SECOND CLASS</b>					
		<b>OCTOBER 11, 1959</b>		<b>882</b>	<b>392</b>	<b>892</b>	<b>968</b>	<b>884</b>	
		<b>STATIONS</b>		<b>Freight</b>	<b>Local Freight</b>	<b>Local Freight</b>	<b>L. M. No. 62 Freight</b>	<b>Freight</b>	
				<b>Daily</b>	<b>Mon., Wed., Fri.</b>	<b>Tue., Thur., Sat.</b>	<b>Daily</b>	<b>Daily</b>	
Yd.	492.25	LS	EL DORADO..... WY§			1 15PM			
			11.19						
45	503.44	P	LAWSON.....			12 50			
			3.40						
	506.84	TP	URBANA.....			12 40			
			6.02						
55	512.86	LS	STRONG.....			12 25			
			5.30						
	518.16		LAPILE.....			12 13PM			
			5.01						
	523.17		DOLLAR JCT.....						
			1.82						
50	524.99	P	FELSENTHAL..... Y			11 59AM			
			2.71						
	527.70	P	DRAW BRIDGE (Ouachita River)						
			8.38						
50	536.08	P	WHITE, ARK.....			11 35			
			11.87						
44	547.95	P	W SIDING, LA.....			11 10			
			5.04						
	552.99	P	A. & L. M. CROSSING.....						
			0.65						
45	553.64	LS	BASTROP..... Y			10 55			
			6.79						
	560.43		McGEHEE SUBDIV. CROSSING.....						
			0.01						
Yd.	560.44	CS	COLLINSTON..... ®Y			10 30			
			-7.14						
65	567.58	TP	OAK RIDGE.....			9 25			
			10.27						
	577.85		I. C. CROSSING.....						
			0.06						
65	577.91	LS	RAYVILLE.....			9 00			
			8.89						
	586.80		ARCHIBALD.....			8 30			
			2.80						
	589.60	TP	MANGHAM.....			8 20			
			3.95						
	593.55		BASKIN.....			8 10			
			6.84						
35	600.39	LS	WINNSBORO.....			7 50			
			9.12						
	609.51	P	GILBERT.....			7 30			
			4.90						
	614.41	LS	WISNER.....			7 20			
			9.09						
	623.50	TP	SICILY ISLAND.....			7 00			
			12.40						
	635.90		DRAW BRIDGE (Tensas River)						
			0.18						
65	636.08	LS	CLAYTON.....			6 30			
			-1.13						
	637.21	P	CLAYTON JCT.....		6 15AM	6 25			
			-5.57						
Yd.	642.78	LS	FERRIDAY..... DTW§	4 10AM	6 00AM	6 10AM		8 25AM	
			-0.65						
	643.43		CONCORDIA JCT.....	4 05			6 50AM	8 20	
			8.16						
Yd.	651.59	LS	VIDALIA..... Y	3 45AM			6 30AM	8 00AM	
			159.34						
				<b>Daily</b>	<b>Mon., Wed., Fri.</b>	<b>Tue., Thur., Sat.</b>	<b>Daily</b>	<b>Daily</b>	

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

## 12 LAKE PROVIDENCE SUBDIV.—BETWEEN McGEHEE AND CLAYTON JCT.

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 2					SECOND CLASS			
393 Local Freight		899 Local Freight			OCTOBER 11, 1959					392 Local Freight		898 Local Freight	
Tue., Thur., Sat.		Mon., Wed., Fri.		STATIONS			Mon., Wed., Fri.		Tue., Thur., Sat.				
	6 00AM		5 00AM	408.12	CS.....	McGEHEE.....	@DWY	C 432	Yd.	3 30PM	4 00PM		
	6 20		5 20	416.71	P.....	HALLEY.....		K110	60	3 01	3 25		
	6 40		5 40	424.17	P.....	MACON LAKE.....		K117		2 45	3 05		
	7 10		6 10	431.32	LS LAKE VILLAGE Industrial Crg. ....	Y		K126	60	2 30	2 50		
	7 35		6 35	440.04	P.....	CHICOT.....		K135	60	1 55	2 15		
	8 15		7 15AM	446.81	LS.....	EUDORA.....		K141	62	1 40	2 00PM		
	8 25			450.72	P.....	READLAND, ARK.....		K145	60	12 30			
	8 40			457.78		MILLIKIN, LA.....		K152	60	12 15			
	8 55			463.16		SHELBURN.....		K158		12 02PM			
	9 20			470.17	LS.....	LAKE PROVIDENCE.....	Y	K165	59	11 45AM			
	9 40			478.54		TRANSYLVANIA.....		K173	61	11 05			
	9 50			482.93	P.....	ALSATIA.....		K178		10 55			
	10 00			487.42	TP.....	SONDHEIMER.....		K182		10 45			
	10 25			488.82		ENOKA.....		K183	60	10 25			
	11 45AM			498.41	LS.....	TALLULAH.....	I. C. Crossing.....	K194	48	9 00			
	12 05PM			507.74	P.....	ALLIGATOR BAYOU.....		K203	20	8 55			
	12 15			511.54		QUIMBY.....		K207		8 25			
	12 45			523.37	LS.....	NEWELLTON.....		K219	60	7 55			
	1 05			528.76		LAKE BRUIN.....		K224	20	7 30			
	1 35			533.74	TP.....	ST. JOSEPH.....		K229		7 20			
	2 05			546.11	LS.....	WATERPROOF.....		K242	52	6 45			
	2 30PM			557.25	P.....	CLAYTON JCT.....		E211		6 15AM			
		Tue., Thur., Sat.	Mon., Wed., Fri.			149.13				Mon., Wed., Fri.	Tue., Thur., Sat.		

## EUDORA SUBDIV.—BETWEEN EUDORA AND DELHI

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 2					SECOND CLASS			
		899 Local Freight			OCTOBER 11, 1959					898 Local Freight			
		Mon., Wed., Fri.		STATIONS			Tue., Thur., Sat.						
			7 30AM	446.81	LS.....	EUDORA.....		K 141		s 7 20AM			
		f	7 40	451.07		INDIAN, ARK.....		KE 4		f 7 08			
		f	7 55	455.15		KILBOURNE, LA.....		KE 8		f 6 55			
		s	8 35	465.48	LS.....	OAK GROVE.....		KE 19		s 6 25			
		s	8 50	470.53	TP.....	FOREST.....		KE 24		s 6 05			
		f	9 05	474.29		PIONEER.....		KE 28		f 5 55			
		f	9 20	478.71	P.....	DARNELL.....		KE 32		f 5 40			
		s	9 35	484.01	TP.....	EPPS.....		KE 37		s 5 25			
		s	10 00AM	494.27	LS.....	DELHI.....		KE 48		5 00AM			
						47.46				Tue., Thur., Sat.			

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

## MARIANNA SUBDIV.—BETWEEN C. R. I. & P. JCT. AND MARIANNA JCT. 13

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 2 OCTOBER 11, 1959			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS					STATIONS						SECOND CLASS					
	<b>373</b> Red Ball Freight	<b>397</b> Local Freight	Daily	Mon., Wed., Fri.						<b>396</b> Local Freight	<b>372</b> Red Ball Freight					
	10 00PM	7 00AM			CS. MEMPHIS (SARGENT YARD). @		XG 93	Yd.		4 55PM	1 30PM					
					LS. MEMPHIS (UNION STATION). 0.47		XG 93									
					SOUTH WYE CONN. 0.12											
					KENTUCKY STREET, TENN. 2.35											
					BRIDGE JCT, ARK. 0.59		XG 88									
	10 35	7 30			CS. BRIARK 4.00		XG 87			4 05PM	12 20PM					
	10 50PM	7 45AM		355.64	P. .... C. R. I. & P. JCT. ...	Vis CR&PRy.				3 50PM	11 52AM					
				355.54	WIMEF 1.00		CH 43									
	10 53	7 50		354.54	P. .... TENARK 9.13		CH 42	75	3 40	11 40						
	11 10	8 10		345.41	LS. .... NEUHARDT. 11.03		CH 33	54	3 20	11 20						
	11 30	8 50		334.38	LS. .... HUGHES 9.42		CH 22	85	2 35	10 45						
	11 50PM	10 10		324.96	P. .... BRICKEYS. 12.43		CH 12	30	1 15	<b>10 10</b>	397					
	12 13AM	11 15		313.09	MARIANNA JCT. 0.04				12 45	9 40						
	12 14AM	11 20AM		313.13	LS. .... MARIANNA. .... Y		C 337		12 40PM	9 39AM						
	Daily	Mon., Wed., Fri.			43.11				Tue., Thurs., Sat.	Daily						

## BRINKLEY SUBDIV.—BETWEEN BARTON JCT. AND BRINKLEY

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 2 OCTOBER 11, 1959			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS					STATIONS						SECOND CLASS					
		<b>397</b> Local Freight	Mon., Wed., Fri.							<b>396</b> Local Freight						
	\$ 12 50PM			329.26	P. .... BARTON JCT. ....		C 353			\$ 10 35AM						
	\$ 12 55			329.74	0.48 BARTON. ....		CK 12	7		\$ 10 30						
	\$ 1 20			338.03	LS. .... MARVELL. 8.29		CK 21	10		\$ 10 10						
	\$ 1 50			348.98	P. .... BB JCT. .... Y 10.95					\$ 9 40						
				371.61	22.63 ST. L. S. W. CROSSING. ....											
	\$ 5 00PM			371.96	0.35 BRINKLEY. .... YS		CL 23	8		8 00AM						
					42.70				Tue., Thurs., Sat.							

## HOLLY GROVE SUBDIV.—BETWEEN BB JCT. AND HOLLY GROVE

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE No. 2 OCTOBER 11, 1959			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS					STATIONS						SECOND CLASS					
				348.98	P. .... BB JCT. .... Y											
				354.57	5.59 LS. .... HOLLY GROVE. ....		CK 37	22								
					5.59											

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

**HUTTIG SUBDIV.—BETWEEN FELSENTHAL AND MONROE**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 2					SECOND CLASS			
197 Local Freight					OCTOBER 11, 1959					196 Local Freight			
Tue., Thur., Sat.				STATIONS			Mon., Wed., Fri.						
			5 15AM	524.77	.....	FELSENTHAL.....	Y E98	.....	s	8 00AM			
			\$ 5 25	527.22	LS.....	HUTTIG, ARK.....	\$ F 3	.....	s	7 40			
			\$ 5 35	530.37	P.....	LITROE, LA.....	F 6	.....	s	7 25			
			f 6 05	542.85	P.....	HAILE.....	F18	.....	f	6 40			
			f 6 20	548.72	.....	SPENCER.....	F24	.....	f	6 20			
				553.77	.....	DRAW BRIDGE (Ouachita River)		.....					
			\$ 6 45	554.04	LS.....	STERLINGTON.....	F30	.....	s	6 00			
			f 7 10	561.56	.....	LAMKIN.....	F37	.....	f	5 31			
				568.18	.....	A. & L. M. CROSSING.....		.....					
			7 30	568.69	P.....	MONROE JCT.....	Y	.....		5 05			
			7 35AM		CS.....	MONROE.....	@DW\$ C525	YD		5 00AM			
			Tue., Thur., Sat.			43.92				Mon., Wed., Fri.			

**HAMBURG SUBDIV.—BETWEEN MONTROSE AND CROSSETT**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 2					SECOND CLASS			
851 Local Freight					OCTOBER 11, 1959					850 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday						
			2 25AM	443.58	CS.....	MONTROSE.....	@ C 456	.....		7 40AM			
			3 15	449.16	.....	THEBES.....	CM 25	.....		7 25			
			3 20	451.43	.....	SNYDER.....	CM 27	.....		7 20			
			3 30	456.00	.....	MIST.....	CM 32	.....		7 10			
			3 40	459.43	.....	WALLACE.....	CM 35	.....		7 00			
			3 50	462.75	LS.....	HAMBURG.....	CM 39	.....		6 50			
			4 20	469.01	.....	BOVINE.....	CM 45	.....		6 20			
				474.18	.....	A. & L. M. JCT.....		.....					
				474.19	.....	C. R. I. & P. CROSSING.....		.....					
			5 00AM	474.52	LS.....	CROSSETT.....	CM 50	.....		6 00AM			
			Daily Ex. Sunday			30.94				Daily Ex. Sunday			

**WARREN SUBDIV.—BETWEEN DERMOTT AND WARREN**

TRAINS SOUTHWARD				Miles from St. Louis	TIMETABLE			Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS					No. 2					SECOND CLASS			
891 Local Freight					OCTOBER 11, 1959					890 Local Freight			
Daily Ex. Sunday				STATIONS			Daily Ex. Sunday						
			11 15AM	422.68	LS.....	DERMOTT.....	C 439	.....	s	6 20PM			
			f 11 30AM	426.52	.....	BAXTER.....	KC 10	.....	f	6 00			
			f 12 01PM	438.37	.....	DEANE.....	KC 22	.....	f	5 25			
			s 1 30	445.32	LS.....	MONTICELLO.....	KC 29	.....	s	5 00			
				445.54	.....	A. D. & N. CROSSING.....		.....					
			f 1 50	454.00	.....	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.**
- 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.**
- Helena Subdiv. No. 337 is superior to No. 336.**
- Helena Subdiv. No. 399 is superior to No. 398.**

**Between PB Jct. and North Switch B Siding, 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 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, Baggage Cars 4255, 4256, 4257, 4258, 4259 and Office Car "The Eagle" 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"		
			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
Pine Bluff Subdivision.....	45	59	59	59		59	59	
McGehee Subdivision.....	50	65	70	70		70	70	
Monroe Subdivision:								
Between Monroe and Riverton.....	50	65	70	70		70	70	
Between Riverton and Grayson.....	45	50	55	55		55	55	
Between Grayson and Howcott.....	45	55	60	60		60	60	
Between Howcott and Simms.....	45	50	55	55	Speed	55	55	Five miles
Between Simms and Texmo Jct.....	45	55	60	60		60	60	
Lake Providence Subdivision.....	30	45	50	50		50	50	per hour
Collinston Subdivision.....	30	45	45	45	shown on	45	45	
Huttig Subdivision.....	25	30	30	30		30	30	above speed
Hamburg Subdivision.....	25	30	30	30		30	30	
Warren Subdivision.....	25	35	35	35	slow speed	35	35	shown on
Eudora Subdivision.....	25	35	35	35		35	35	
Wynne Subdivision:								slow speed
Between Paragould and Wynne.....	49	59	59	59	signs	59	59	
Between Wynne and Lexa.....	45	59	59	59		59	59	signs
Between Lexa and McGehee.....	40	50	55	55		55	55	
Helena Subdivision.....	45	59	59	59		59	59	
Marianna Subdivision.....	35	45	50	50		50	50	
Holly Grove Subdivision.....	25	35	35	35		35	35	
Brinkley Subdivision:								
Between Barton Jct. and BB Jct.....	25	25	25	25		25	25	
Between BB Jct. and Brinkley.....	15	15	15	15		15	15	
Knobel Subdivision.....	45	59	59	59		59	59	

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

**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:**

Engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:	Miles Per Hour
Pine Bluff, McGehee, Monroe, Knobel, Wynne, Helena and Marianna.....	25
Lake Providence and Collinston.....	20
Warren, Eudora, Hamburg, Huttig, Holly Grove and Brinkley.....	15

SPECIAL INSTRUCTIONS

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:	Miles Per Hour
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).	

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
Between Lincoln Street Viaduct, Mile Post 345, Pole 20 and East Sixth Street Viaduct, Mile Post 347, Pole 16	25	25
Arkansas River: Draw Bridge 3451, Mile Post 345, Pole 06	8	8
North Jct.: Through No. 10 equilateral turnout	15	15
South Jct.: Through No. 10 equilateral turnout	15	15
Pine Bluff: Between PB Jct. Mile Post 387, Pole 3 and North Switch B Siding Mile Post 389 Pole 21	Restricted Speed	
Pine Bluff: City Limits	20	20
Benton Subdiv.: Pine Bluff Trains and engines must stop and flag-man protect movement over Highway No. 65 Crossing, Mile Post 411, Pole 18.		
Dumas: City Limits	25	25
Huttig Subdiv.: Monroe between Louisville Ave., Highway Crossing and Monroe Jct. Trains and engines must stop at DeSiard Street, and proceed only after a member of crew has protected crossing.	15	15
Monroe Subdiv.: Monroe over all unprotected grade crossings within city limits	45	45
Over Plum St. Crossing, Mile Post 502, Pole 25	20	20
Ouachita River: Bridge 5281, Mile Post 528, Pole 4	30	30
Alexandria: Between RR Jct., and Texmo Jct., on Southward Main	20	20
City Limits	25	25
Collinston Subdiv.: 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
Gilbert: City Limits	25	25
Clayton Jct.: Through No. 10 equilateral turnout	15	15
Concordia Jct.: Through No. 10 equilateral turnout	15	15
Warren Subdiv.: Monticello trains and engines must stop at Main Street, and proceed only after a member of crew has protected crossing.		
Wynne Subdiv.: Over through truss spans White River Drawbridge No. 3778, Mile Post 377, Pole 29	30	30
Over through truss spans Ark. River Drawbridge No. 3814, Mile Post 381, Pole 22	30	30
Marianna Subdiv.: Over through truss spans St. Francis River Bridge No. 3221, Mile Post 322, Pole 2	20	30

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED—Concluded:	Miles Per Hour
	Consist "A" "B-C-D"
Helena Subdiv.: Helena, Yazoo, Pontotoc, St. Francis and Missouri St. Crossing	Restricted Speed

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	
<b>McGehee Subdiv.:</b>									
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
<b>Monroe Subdiv.:</b>									
20	502	33	502	5	20	502	5	502	33
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
<b>Collinston Subdiv.:</b>									
15	553	26	553	9	15	553	9	553	26
20	600	4	599	26	20	599	26	600	4
10	624	6	624	12	10	624	12	624	6
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
<b>Marianna Subdiv.:</b>									
20	312	26	312	27	20	312	27	312	26
15	315	20	318	0	15	318	0	315	20
<b>Knobel Subdiv.:</b>									
55	210	0	208	17	55	208	17	210	0
15	219	19	218	18	15	218	18	219	19
<b>Wynne Subdiv.:</b>									
55	243	20	242	0	55	242	0	243	20
25	296	9	295	23	25	295	23	296	9
<b>Helena Subdiv.:</b>									
15	336	12	336	8	15	336	8	336	12
25	338	0	337	10	25	337	10	338	0
10	338	6	338	0	10	338	0	338	6

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:
  - All types including BX cars..... 3.25 inches
- Six wheel truck cars:
  - Coaches ..... 3.50 inches
  - All other ..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

- 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

<b>3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW—Concluded:</b>	Miles Per Hour
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.	
<b>3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:</b>	Per Hour
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.	
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

<b>3-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.—Concluded:</b>	Miles Per Hour
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 work equipment shown under Item 3-G must be restricted to five miles per hour less than such maximum freight train speed.	

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

**3-H. TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**  
When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, 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-I. 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 AND LOCAL SURGEONS

(Concluded from Back Cover)

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE PHONE	STREET ADDRESS RESIDENCE	RESIDENCE PHONE
★Dr. J. Verser.....	Harrisburg, Ark.....	Verser Clinic.....	PLaza 7-5443.....	Harrisburg.....	PLaza 7-2141.
★Dr. T. G. Price, Division Surgeon.....	Wynne, Ark.....	518 Merriman.....	160.....	Poplar.....	245
★Dr. R. A. Hays, Joint Div. Surgeon.....	Wynne, Ark.....	518 Merriman.....	160.....	1117 Marion Dr.....	965
★★Dr. C. L. Crawley.....	Forrest City, Ark.....	Crawley-Cogburn Clinic.....	MElrose 3-4125.....	Langbrum Drive.....	MElrose 3-2878.
★★Dr. M. McLendon.....	Marianna, Ark.....	29 West Columbia.....	CYpress 4-2711.....	202 Pearl.....	CYpress 4-2124.
<b>EMERGENCY STATION</b>	Helena, Ark.....	502 Solomon Building.....	Main 225.		
★Dr. C. P. McCarty.....	Helena, Ark.....	513 Porter.....	HIckory 4-7401.....	517 Beech.....	HIckory 4-3626.
★Dr. W. T. Paine.....	Helena, Ark.....	513 Porter.....	HIckory 4-7401.....	1406 Porter.....	HIckory 4-3017.
★★Dr. E. McKnight.....	Brinkley, Ark.....	Bank of Brinkley.....	48J.....	215 Ash.....	48M.
★★Dr. C. McKnight.....	Brinkley, Ark.....	Murphy Building.....	5J.....	Brinkley.....	5M.
★★Dr. B. F. Pupsta.....	Clarendon, Ark.....	Second Street.....	24.....	Second Street.....	214.
★★Dr. E. J. Chaffin.....	Hughes, Ark.....	Hughes.....	EDgewater 9-2373.....	Hughes.....	EDgewater 9-2014.

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

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

NAME	LOCATION	STREET ADDRESS OFFICE	OFFICE PHONE	STREET ADDRESS RESIDENCE	RESIDENCE PHONE
<b>HOSPITAL</b>	St. Louis, Mo.	Grand & Shaw	{ Prospect 1-0500. Main 1-1000 Station 730.		
<b>HOSPITAL</b>	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221.		
★Dr. P. O. Thomas, District Surgeon	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	300 Ridgeway	MOhawk 6-1515.
★Dr. S. C. Fulmer, Physician in Charge	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	2018 Wolfe	FRanklin 5-8698.
★Dr. L. G. Holt, Asst. Dist. Surgeon	Little Rock, Ark.	1310 Lincoln	FRanklin 4-5058 and 2-6221	5700 Country Club	FRanklin 3-8907.
<b>EMERGENCY STATION</b>	Pine Bluff, Ark.	214 National Bldg.	JEfferson 4-1220.		
★Dr. B. D. Luck	Pine Bluff, Ark.	214 National Bldg.	JEfferson 4-1220	1301 West Thirty-Fifth	JEfferson 4-3411.
★Dr. H. S. Stern	Pine Bluff, Ark.	1315 Linden	JEfferson 4-0342	17 Longmeadow	JEfferson 4-8281.
★Dr. H. J. Morris	Pine Bluff, Ark.	1030 Poplar	JEfferson 4-0822	3621 Cherry	JEfferson 4-8354.
★Dr. C. W. Dixon	Gould, Ark.	Stewart Drug Co.	COlony 3-3412	Gould	COlony 3-2151.
★Dr. H. A. Rands	Dumas, Ark.	135 Waterman	EVERgreen 2-4878	415 Farmer	EVERgreen 2-4313.
<b>EMERGENCY STATION</b>	McGehee, Ark.				
★Dr. S. B. Moss	McGehee, Ark.	202 North 4th	CAnal 2-3141	1500 North Second	CAnal 2-3518.
★Dr. L. R. Turney	McGehee, Ark.	Second & Pine	CAnal 2-4044	703 South Third	CAnal 2-3249.
★Dr. J. H. Burge	Lake Village, Ark.	South Cokley	ANdrew 5-2255	South Lakeshore	ANdrew 5-2059.
★Dr. A. G. Talbott	Lake Village, Ark.	South Cokley	ANdrew 5-2255	425 Cokley	ANdrew 5-2036.
★Dr. W. J. Weaver	Eudora, Ark.	Mabry & Bouff	ELMwood 5-4376	North Mabry	ELMwood 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. K. Brumfield	St. Joseph, La.	St. Joseph	3545	St. Joseph	3708.
★Dr. K. K. Killen	Waterproof, La.	Waterproof, La.	3411	Waterproof	3246.
★Dr. M. E. Smith	Dermott, Ark.	124 East Peddicord	FAirview 4-4717	125 E. Speedway	FAirview 4-4250.
★Dr. O. P. McCutchen	Dermott, Ark.	227 South Main	FAirview 4-4260	South Trotter	FAirview 4-4551.
★Dr. H. W. Thomas	Dermott, Ark.	105 North Freeman	FAirview 4-4255	208 W. Speedway	FAirview 4-4485.
★Dr. J. B. Holder, Jr.	Monticello, Ark.	814 North Main	17	801 North Main	372.
★Dr. E. D. Butler	Oak Grove, La.	Briggs Street	GArden 8-2631	Main	GArden 8-2384.
★Dr. L. C. Barnes	Hamburg, Ark.	212 East Lincoln	IDlewood 3-5311	East Parker	IDlewood 3-5184.
★Dr. M. C. Crandall	Wilmot, Ark.	Wilmot	GRidley 3-3152	Wilmot	GRidley 3-3411.
★Dr. G. D. Williams	Mer Rouge, La.	Mer Rouge	Midway 7-3671	Mer Rouge	Midway 7-3344.
★Dr. J. B. Williams	Mer Rouge, La.	Mer Rouge	Midway 7-3671	Mer Rouge	Midway 7-3342.
<b>HOSPITAL</b>	Monroe, La.	St. Francis Sanitarium	FAirfax 5-2611		
★Dr. S. I. Courtman	Monroe, La.	320 North Third	FAirfax 2-0547	1220 Fairway	FAirfax 3-6143.
★Dr. B. B. Cobb	Monroe, La.	415 Wood	FAirfax 3-9652	1412 South Grand	FAirfax 3-3731.
★Dr. W. L. Bendel, Jr.	Monroe, La.	400 St. John	FAirfax 3-2231	2018 Stuart	FAirfax 3-1064.
★Dr. G. W. Wright, Sr.	Monroe, La.	400 St. John	FAirfax 3-2231	1005 South Grand	FAirfax 2-8474.
★Dr. G. W. Wright, Jr.	Monroe, La.	400 St. John	FAirfax 3-2231	2025 Valencia	FAirfax 3-2917.
★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	3-2925	Urania	3-2635.
★Dr. T. L. Tannehill	Urania, La.	Urania	3-2930	Tullos	4-6501.
<b>EMERGENCY STATION</b>	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	2225 Jackson	2-5222.
★Dr. J. A. White, Jr.	Alexandria, La.	226 Bolton	8838	1740 Jackson	6464.
★Dr. W. M. McBride	Alexandria, La.	328 Third	5-2481	5654 Navajo Trail	5-1354.
★Dr. M. B. Pearce	Alexandria, La.	328 Third	5-2481	1001 City Park	9878.
★Dr. H. H. Hardy, Jr.	Alexandria, La.	328 Third	5-2481	3103 Mayre	2-5933.
★Dr. R. P. Foster	Alexandria, La.	328 Third	5-2481	3020 Stimpson	3-6219.
★Dr. Rufus Craig	Alexandria, La.	328 Third	5-2481	5635 Navajo Trail	5-1318.
★Dr. J. M. Lyons	New Orleans, La.	1500 Hibernia Bank Bldg.	MAGnolia 5311	2006 Jefferson	TWinbrook 9-3664.
★Dr. M. D. Paine	New Orleans, La.	1500 Hibernia Bank Bldg.	MAGnolia 5311	5000 South Claiborne	TWinbrook 1-9648.
★Dr. J. B. Wharton, Sr.	El Dorado, Ark.	516 West Faulkner	UNion 2-4221	484 North Washington	UNion 3-3240.
★Dr. J. B. Wharton, Jr.	El Dorado, Ark.	516 West Faulkner	UNion 2-4221	2301 North Madison	UNion 3-7550.
★Dr. J. H. Pinson	El Dorado, Ark.	312 North Jefferson	UNion 3-4101	515 East Faulkner	UNion 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	2946	Huttig	2946.
★Dr. G. A. Dugas	Marion, La.	Marion	88	Marion	4.
★Dr. T. M. Sayre	Rayville, La.	127 South Benedette	2076	901 Julia	3627.
★Dr. H. T. Rogers	Winnsboro, La.	502 Praire	4571	1504 Moore	5304.
★Dr. S. Carriere, Jr.	Winnsboro, La.	502 Praire	4571	1714 Front	4484.
★Dr. R. E. King	Winnsboro, La.	West Street	4545	West Street	4545.
★Dr. L. P. Coleman	Ferriday, La.	Concordia General Hospital	7144	Lake St. John	2911.
★Dr. J. H. Pankey	Ferriday, La.	507 Louisiana	3271	603 Louisiana	3801.
★Dr. H. A. Whittington	Natchez, Miss.	55 East Franklin	7713	71 Homochitto	6990.
★Dr. W. K. Stowers	Natchez, Miss.	304 Franklin	4616	209 Clifton	8478.
★Dr. J. O. Gordon, Division Surgeon	Memphis, Tenn.	1118 Madison Ave., Clinic 8	BRoadway 5-0791 and 5-2138	3437 Central	GLendale 2-3678.
★Dr. H. S. Rhea, Asst. Division Surgeon	Memphis, Tenn.	1499 Airways	GLendale 8-8533	415 Cherry Road	MUtual 3-5728.
★Dr. C. D. Blessingame	Memphis, Tenn.	899 Madison	JAckson 6-6344	620 McLean	BRoadway 8-0515.
★Dr. W. W. Wilder	Memphis, Tenn.	Exchange Bldg.	JAckson 7-0152	5150 Masona Rd.	MUtual 5-8878
<b>EMERGENCY STATION</b>	Paragould, Ark.	900 Kingshighway	CEdar 2-7733		
★Dr. A. H. Maddox	Paragould, Ark.	113 West Court	CEdar 2-7641 and 2-7733	808 West Kingshighway	CEdar 6-3149.
★Dr. R. N. Moore	Paragould, Ark.	114 North Pruett	CEdar 6-4341	700 Wirt	CEdar 6-4242.
★Dr. E. D. McKelvey, Resident Surgeon	Paragould, Ark.	114 North Pruett	CEdar 6-4341 and 2-7733	317 West Highland	CEdar 6-3252.
★Dr. J. C. Faris	Jonesboro, Ark.	211 East Washington	WEbster 2-2423	1712 South Church	WEbster 2-2632.

★Medical Examiners for Examination of all Applicants.

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

(Concluded on Page 17)