

DIVISION OFFICERS

H. E. ROLL.....Superintendent.....Monroe, La.
W. WICKER.....Asst. Supt. Terminal North Little Rock, Ark.
J. S. BASSETT.....Asst. Superintendent, Pine Bluff,
Lake Providence, Hamburg,
Benton, Arkansas City, Eudora,
Warren Districts and McGehee
District between McGehee and
Collinston.....McGehee, Ark.
M. F. WEEKS.....Asst. Superintendent.....Alexandria, La.
C. H. DUNAWAY.. Trainmaster, Monroe, Gurdon,
Ferriday, Huttig, Farmerville
Districts and McGehee District
between Collinston and Monroe
Yard including Collinston Yard Monroe, La.
J. C. KING.....Asst. Trainmaster, Ferriday
District, including Natchez Yard
and Natchez and Louisiana
Transfer.....Ferriday, La.
G. W. GRIFFING.. Trainmaster, All Districts.....Monroe, La.
H. J. CLEAVER....Dispatcher.....McGehee, Ark.
J. R. COULTER....Dispatcher.....McGehee, Ark.
L. L. HILLER.....Dispatcher.....McGehee, Ark.
E. K. HUNT.....Dispatcher.....Monroe, La.
R. A. MILLS.....Dispatcher.....Monroe, La.
F. X. SHAUGHNESSY.. Dispatcher.....Monroe, La.
T. O. WEEKS.....Dispatcher.....Monroe, La.
H. C. WILSON.....Dispatcher.....McGehee, Ark.

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

LOUISIANA AND LITTLE ROCK DIVISIONS

TIME TABLE No. 3

Effective 12:01 a. m. Sunday, July 31, 1932

CENTRAL STANDARD TIME

Superseding Time Table No. 2, dated June 26, 1932, and
all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY.

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

J. CANNON, Vice-President and General Manager.

R. C. WHITE, Assistant General Manager.

J. L. KENDALL, Gen'l Superintendent Transportation.

M. L. HAYES, Superintendent Transportation.

W. I. BROOKS, General Superintendent.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Little Rock.....	Ark..... 220	L. R..... 116	4:00 p. m.	1 Hr.	When passengers reported.
" ".....	"..... 8	"..... 116	3:50 p. m.	45 Min.	For Houston-Chicago sleeper.
" ".....	"..... 2	"..... 102	3:55 a. m.	1 Hr.	For connection.
" ".....	Cent..... 116	"..... 116	4:55 p. m.	2 Hrs.	" " " "
" ".....	L. R..... 101	Ark..... 1	5:15 a. m.	2 Hrs.	For St. Louis-New Orleans and Memphis-Lake Charles sleepers.
" ".....	"..... 115	"..... 220 & 8	3:45 p. m.	30 Min.	When passengers reported.
" ".....	"..... 115	Cent..... 115	4:45 p. m.	1 Hr., 30 Min.	For equipment.
Benton.....	"..... 855	Ark..... 17	10:30 a. m.	1 Hr.	For mail and passengers.
Pine Bluff.....	"..... 854	L. R..... 116	2:30 p. m.	30 Min.	" " " "
McGehee.....	"..... 341	"..... 101	7:15 a. m.	1 Hr.	" " " "
".....	Mfs..... 334	"..... 116	12:35 p. m.	30 Min.	" " " "
".....	L. R..... 102	L. R..... 342	12:10 a. m.	15 Min.	" " " "
Ferriday.....	La..... 841	La..... 341	1:20 p. m.	1 Hr.	When passengers reported.
Alexandria.....	"..... 116	G. C. L..... 116	6:40 a. m.	1 Hr., 30 Min.	For Houston-Chicago sleeper.
".....	"..... 116	La..... 715	6:40 a. m.	1 Hr., 30 Min.	For connection.
".....	"..... 102	T. P..... 23	7:40 p. m.	45 Min.	" " " "
".....	"..... 102	G. C. L..... 102	7:40 p. m.	45 Min.	" " " "
".....	G. C. L..... 101	La..... 101	Indefinitely	Indefinitely	" " " "
".....	T. P..... 24	T. P..... 24	1:00 p. m.	2 Hrs.	" " " "
".....	"..... 24	La..... 101	1:00 p. m.	2 Hrs.	" " " "
".....	La..... 716	"..... 115	3:00 a. m.	1 Hr.	" " " "
".....	"..... 716	T. P..... 22	3:00 a. m.	1 Hr.	" " " "
".....	G. C. L..... 115	La..... 115	Indefinitely	Indefinitely	" " " "
Collinston.....	La..... 115	"..... 842 & 815	8:45 p. m.	20 Min.	When passengers reported.
".....	L. R..... 116	"..... 841	9:30 a. m.	17 Min.	" " " "
".....	La..... 841	"..... 116	10:20 a. m.	1 Hr.	" " " "
".....	"..... 816	"..... 115	10:15 a. m.	45 Min.	" " " "
".....	"..... 842	"..... 115	9:30 p. m.	1 Hr.	" " " "
Felsenthal.....	La..... 151	"..... 816	11:30 a. m.	45 Min.	" " " "
".....	"..... 849	"..... 816	11:15 a. m.	30 Min.	" " " "
".....	"..... 816	"..... 840 & 150	11:00 a. m.	15 Min.	" " " "
".....	"..... 843	"..... 815	7:30 p. m.	15 Min.	" " " "
".....	"..... 815	"..... 844	7:25 p. m.	15 Min.	" " " "
Gurdon.....	Ark..... 7	"..... 845	1:10 p. m.	15 Min.	For one or more passengers Longview or beyond.
".....	"..... 26	"..... 845	10:00 p. m.	35 Min.	For equipment.
".....	"..... 8	"..... 845	1:00 p. m.	25 Min.	When passengers reported.
".....	La..... 847	Ark..... 17	12:15 p. m.	1 Hr.	For equipment.
".....	"..... 801	"..... 1	6:50 a. m.	1 Hr.	For connection.
".....	"..... 801	"..... 4	6:10 a. m.	20 Min.	When passengers reported.
".....	Ark..... 3	La..... 845	9:35 p. m.	30 Min.	" " " "

PINE BLUFF DISTRICT—LITTLE ROCK TO MCGEEHEE

Station Numbers	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			101 Passenger	115 Passenger			161 Red Ball Freight	173 Red Ball Freight		
		STATIONS	Daily	Daily			Daily	Daily		
r346	345.68	LITTLE ROCK.....W	3 15AM	3 15PM						
k 1	346.34	MAIN STREET STATION.....								
	346.37	ARKANSAS DIV. JUNCTION.....								
	346.49	ARKANSAS DIV. CROSSING.....								
r344	344.22	CS.....NO. LITTLE ROCK \$OCWTY					5 45AM	8 00PM		
	344.53	C. R. I. & P. CROSSING.....								
	345.04	DRAW BRIDGE.....{Ark. River								
	346.54	ROCK STREET JUNCTION.....	3 20	3 20			5 55	8 10		
	346.98	CS.....C. R. I. & P. CROSSING.....								
	347.77	P EAST LITTLE ROCK YARD..W	3 21	3 22			6 00	8 15 ¹⁶⁸		
	348.97	L. R. & A. CROSSING.....								
k 6	351.73	D.....SWEET HOME.....*	3 25	a 3 30			6 10	8 40		
k 8	354.14	P.....HIGGINS.....	3 28	3 33			6 15	8 45		
k12	357.76	P.....WRIGHTSVILLE.....*	3 33	a 3 39			6 25	8 55		
k17	362.86	P.....WOODSON.....*	3 39	a 3 47			6 37	9 10		
k19	364.92	P.....FARRELL.....*	3 42	a 3 52			6 45	9 20		
k23	368.91	D.....REDFIELD.....*	3 47	a 4 00			6 55	9 30		
k28	373.57	P.....JEFFERSON SPRINGS.....*	3 52	a 4 08			7 05	9 40		
k31	376.90	SAMPLES.....	3 56	4 13			7 15	9 50		
k36	381.81	P.....BALDWIN.....	4 02	4 19			7 25	10 00		
	387.09	P.....P. B. & W. JUNCTION.....								
	387.42	ST. L. S. W. CROSSING.....*								
	387.48	P.....NORTH JUNCTION.....	4 10	4 28			7 37	10 15		
k43	388.45	CS.....PINE BLUFF.....	s 4 20	s 4 39			7 40	10 20		
	388.78	SOUTH JUNCTION.....	4 21	4 40			7 42	10 25		
	388.88	P.....PINE BLUFF YARD...WT	4 22	4 41			7 45	10 45		
k49	394.72	P.....FAIRFIELD.....	4 29	a 4 48			8 05	11 00		
k53	398.38	P.....NOBLE LAKE.....	4 33	a 4 53			8 15	11 10		
k57	402.53	D.....MOSCOW.....*	4 38	a 4 59			8 25	11 20		
k64	409.69	P.....GRADY.....*	4 47	a 5 11			8 40	11 35		
k70	415.09	P.....VARNER.....*	4 53	a 5 19			8 55 ¹⁶⁰	11 45		
k75	420.26	D.....GOULD.....W*	4 59	s 5 27			9 10	11 55PM		
	420.27	ARKANSAS RY. CROSSING.....								
k79	424.66	P.....REEDVILLE.....*	5 04	5 34 ¹⁶⁸			9 20	12 05AM		
k82	427.91	D.....DUMAS.....*	5 08	s 5 41			9 40	12 18 ¹⁰²		
k86	431.03	D.....PICKENS.....*	5 13	a 5 49			9 50	12 35		
k90	435.89	P.....WINCHESTER.....*	5 19	a 5 58			10 05	12 50		
k95	440.58	D.....TILLAR.....*	5 25	a 6 07			10 25	1 05		
c432	447.23	CS.....McGEEHEE.....OWTY	s 5 35AM	s 6 20PM			10 45AM	1 30AM		
		101.55	Daily	Daily			Daily	Daily		

PINE BLUFF DISTRICT—McGEHEE TO LITTLE ROCK

3

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				116 Passenger	102 Passenger			160 Red Ball Freight	168 Red Ball Freight		
		STATIONS		Daily	Daily			Daily	Daily		
Yd.	345.68	P.	LITTLE ROCK . . . W	s 2 35PM	s 2 30AM						
			0.66								
	346.34		MAIN STREET STATION . .								
			0.03								
	346.37		ARKANSAS DIV. JUNCTION								
			0.12								
	346.49		ARKANSAS DIV. CROSSING .								
Yd.	344.22	CS.	NO. LITTLE ROCK. SOCWY					2 30PM	8 30PM		
			0.31								
	344.53		C. R. I. & P. CROSSING . .								
			0.51								
	345.04		DRAW BRIDGE . . . (Ark. River)								
Yd.	346.54		ROCK STREET JUNCTION . .	2 25	2 19			2 10	8 20		
			0.44								
	346.98	CS.	C. R. I. & P. CROSSING . .								
			0.79								
Yd.	347.77	P.	EAST LITTLE ROCK YARD . W	2 22	2 15			2 00	8 15 173		
			1.20								
	348.97		L. R. & A. CROSSING . . .								
			2.76								
	351.73	D.	SWEET HOME	a 2 14	2 08			1 45	8 04		
			2.41								
56	354.14	P.	HIGGINS	2 10	2 05			1 05	8 00		
			3.62								
93	357.76	P.	WRIGHTSVILLE	a 2 03	2 00			12 50	7 53		
			5.10								
39	362.86	P.	WOODSON	a 1 55	1 53			12 40	7 45		
			2.06								
53	364.92	P.	FARRELL	a 1 50	1 50			12 30	7 40		
			3.99								
54	368.91	D.	REDFIELD	a 1 42	1 45			12 15PM	7 33		
			4.66								
55	373.57	P.	JEFFERSON SPRINGS	a 1 34	1 39			11 59AM	7 25		
			3.33								
54	376.90		SAMPLES	1 27	1 35			11 45	7 18		
			4.91								
55	381.81	P.	BALDWIN	1 21	1 29			11 30	7 10		
			5.28								
	387.09	P.	P. B. & W. JUNCTION . . .								
			0.33								
	387.42		ST. L. S. W. CROSSING . . .								
			0.06								
	387.48	P.	NORTH JUNCTION	1 13	1 21			11 15	7 00		
			0.97								
	388.45	CS.	PINE BLUFF	s 1 11	s 1 18			11 10	6 55		
			0.33								
	388.78		SOUTH JUNCTION	1 05	1 06			11 05	6 50		
			0.10								
Yd.	388.88	P.	PINE BLUFF YARD . . . WT	1 04	1 05			11 00	6 45		
			5.84								
63	394.72	P.	FAIRFIELD	a 12 56	12 58			9 50	6 27		
			3.66								
93	398.38	P.	NOBLE LAKE	a 12 50	12 54			9 30	6 21		
			4.15								
52	402.53	D.	MOSCOW	a 12 44	12 49			9 20	6 14		
			7.16								
115	409.69	P.	GRADY	a 12 33	12 41			9 05	6 03		
			5.40								
55	415.09	P.	VARNER	a 12 25	12 35			8 55 161	5 54		
			5.17								
61	420.26	D.	GOULD W	s 12 16	12 28			8 30	5 45		
			0.01								
	420.27		ARKANSAS RY. CROSSING . .								
			4.39								
54	424.66	P.	REEDVILLE	12 08	12 22			8 10	5 34 115		
			3.25								
54	427.91	D.	DUMAS	s 12 04PM	12 18 173			8 00	5 23		
			3.12								
93	431.03	D.	PICKENS	a 11 57AM	12 14			7 40	5 17		
			4.86								
54	435.89	P.	WINCHESTER	a 11 49	12 09			7 30	5 09		
			4.69								
115	440.58	D.	TILLAR	a 11 40	12 04AM			7 20	5 00		
			6.65								
Yd.	447.23	CS.	McGEHEE OWTY	11 30AM	11 55PM			7 00AM	4 45PM		
			101.55								
				Daily	Daily			Daily	Daily		

4 LAKE PROVIDENCE DISTRICT—BETWEEN MCGEHEE AND CLAYTON JCT.

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS						FIRST CLASS		THIRD CLASS	
895 Local Freight	397 Local Freight		341 Local Passenger					342 Local Passenger		894 Local Freight	396 Local Freight
Daily Ex. Sunday	Daily Ex. Sunday		Daily		STATIONS			Daily		Daily Ex. Sunday	Daily Ex. Sunday
			6 15AM	408.12	CS.....McGEHEE.....O&TWY	c432		11 20PM			
				408.79	P.....McGEHEE JUNCTION.....						
				408.97	P.....McGEHEE YARD.....Y		Yd.			1 45PM	8 30PM
11 30AM	7 00AM			412.18	P.....TRIPPE JUNCTION.....Y	k106a				1 30PM	8 00
11 45AM	7 15										
	f 7 35		6 48AM	416.71	D.....HALLEY.....Y	k110	60	s 10 43PM			f 7 40
	f 7 55		f 7 02	424.17	P.....MACON LAKE.....	k117	60	f 10 31			f 7 10
				431.31	HAMBURG DISTRICT CROSSING.....						
	s 8 20		s 7 17	431.32	N.....LAKE VILLAGE.....Y	k126	60	s 10 15			s 6 45
	f 8 40		f 7 26	436.42	P.....JENNIE.....	k131	82	s 10 06			f 5 35
	f 9 05		f 7 34	440.04	P.....CHICOT.....	k135	60	s 9 58			f 5 20
	s 10 00		s 7 55	446.81	N.....EUDORA.....O&WY	k141	62	s 9 45			s 5 00
	f 10 20		s 8 03	450.72	P.....READLAND.....	k145	60	s 9 30			f 3 55
	f 10 32		8 08	453.65	ARKLA.....	k148	18	9 23			f 3 40
	f 10 42		f 8 16	457.78	P.....MILLIKIN.....	k152	60	f 9 16			s 3 25
	f 10 56		f 8 25	463.16	P.....SHELBURN.....	k158	60	f 9 07			f 3 10
	s 11 20		s 8 40	470.17	D.....LAKE PROVIDENCE....WY	k165	100	s 8 55			s 2 45
	f 11 40AM		s 8 54	478.54	TRANSYLVANIA.....	k173	61	s 8 39			f 2 20
	f 12 10PM		f 9 03	482.93	P.....ALSATIA.....	k178	60	s 8 30			f 2 00
	f 12 15		f 9 09	485.87	ROOSEVELT.....*	k181	20	f 8 24			f 1 40
				487.31	L. P. T. & W. CROSSING.....						
	s 12 20		s 9 14	487.42	D.....SONDHEIMER.....	k182	17	s 8 20			s 1 30
	s 12 25		f 9 17	488.82	ENOKA.....OW	k183	60	f 8 17			f 1 20
	f 12 36		f 9 26	493.32	MANSFORD.....	k187	59	f 8 08			f 1 05
	s 1250 396		s 9 40	498.41	D.....TALLULAH.....	k194	48	s 8 00			s 1250PM 397
				498.44	Y. & M. V. CROSSING.....						
	f 1 25		f 9 48	502.50	LACLEDE.....	k198	15	f 7 46			f 11 20AM
	f 1 40		f 9 56	507.74	P.....ALLIGATOR BAYOU....W	k203	20	f 7 39			f 11 10
	f 2 00		s 10 05	511.54	QUIMBY.....	k207	60	f 7 33			f 11 00
	f 2 15		f 10 15	516.01	P.....SOMERSET.....*	k212	8	f 7 24			f 10 45
	s 2 40		s 1028 396	523.37	D.....NEWELLTON.....	k219	60	s 7 12			s 1028 341
	f 3 00		f 10 37	528.76	LAKE BRUIN.....W	k224	20	f 7 03			f 10 10
	s 3 30		s 10 48	533.74	D.....ST. JOSEPH.....	k229	60	s 6 54			s 9 55
	f 3 50		f 11 02	540.44	P.....LOCUST RIDGE.....*	k236	59	f 6 40			f 9 35
	f 4 00		f 11 10	544.40	GOLDMAN.....	k240	19	f 6 32			f 9 20
	s 4 47		s 11 14	546.11	D.....WATERPROOF.....	k242	52	s 6 29			s 9 15
	s 5 30PM		s 11 35AM	557.25	P.....CLAYTON JUNCTION.....	e211		s 6 10PM			s 8 45AM
Daily Ex. Sunday	Daily Ex. Sunday		Daily		149.13			Daily		Daily Ex. Sunday	Daily Ex. Sunday

McGEHEE DISTRICT—BETWEEN McGEHEE AND MONROE YARD

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TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
FIRST CLASS								FIRST CLASS			
115 Passenger	849 Local Passenger	341 Passenger	101 Passenger					116 Passenger	844 Local Passenger	342 Passenger	102 Passenger
Daily	Sunday Only	Daily	Daily		STATIONS			Daily	Sunday Only	Daily	Daily
6 30PM		6 15AM	5 45AM	408.12	CS.....McGEHEE.....O\$WYT	c432	Yd.	s 11 20AM ³⁶¹		s 11 20PM	s 11 49PM
6 32		6 17	5 47	408.79	P.....McGEHEE JUNCTION.....Y			11 17		11 17	11 46
6 37		6 22	5 52	411.95	P.....MASONVILLE.....*	c435	93	11 12		11 12	11 42 ³⁶⁰
				415.68	..WARREN DISTRICT CROSSING..						
s 6 45		s 6 30AM	s 6 00	415.69	N.....DERMOTT.....\$Y	c439	96	s 11 04 ¹⁹³		11 05PM	s 11 35
6 54			6 09	422.06	P.....HUDSPETH.....*	c446	77	10 54			11 24
f 6 57			6 13	424.85	JEROME.....*	c448		f 10 49			11 21
f 7 01			6 16	427.43	P.....BOYDELL.....*	c451	115	f 10 45			11 18
s 7 10			s 6 25	432.14	N.....MONTROSE.....OW	c456	90	s 10 35			s 11 10
				432.15	HAMBURG DISTRICT CROSSING						
f 7 17			6 32	436.43	D.....PORTLAND.....*	c460	93	f 10 26			m 11 03
7 22			6 36	440.16	P.....SUNSHINE.....	c464	77	10 19			10 58
f 7 28			6 41	445.01	P.....PARKDALE.....*	c469	115	f 10 12			10 53
s 7 34			6 46	449.35	D.....WILMOT.....*W	c473	93	s 10 05			m 10 48
7 39			6 50	452.53	P.....KIMBALL.....	c476	78	9 58			10 43
f 7 45			6 56	457.25	P.....JONES.....*	c481	93	f 9 51			10 38
s 7 50			7 00	460.82	D.....BONITA.....*	c484	54	s 9 45			10 34
f 7 59			7 09	467.23	P.....GALION.....*	c491	115	f 9 34			10 25
s 8 09			7 18	473.55	D.....MER ROUGE.....*	c497	115	s 9 25			m 10 17
				481.03	..Gurdon District Crossing..						
s 8 25			s 7 30	481.04	CS.....COLLINSTON.....OWY	c505	93	s 9 13			s 10 05
8 28			7 33	483.53	P.....WINDSOR.....*	c507	54	9 03			9 56
8 33			7 38	486.63	P.....WHAM.....	c510	93	8 58			9 52
s 8 40 ³⁶⁰			7 45	491.80	D.....SWARTZ.....*	c515	96	s 8 52			9 45
8 46			7 51	495.87	P.....SICARD.....	c519	93	8 45			9 38
	12 42PM			500.96	P...MONROE JUNCTION...Y				5 03PM		
				501.07	CS....Y. & M. V. Crossing..						
s 8 55	s 12 45PM ¹⁶⁸		s 8 00	501.56	CS.....MONROE.....	c525	Yd.	s 8 38	5 00PM		s 9 30
9 03			8 08					8 28			9 25
9 05PM			8 10AM	502.43	P.....MONROE YARD...\$TWO		Yd.	8 25AM			9 23PM
Daily	Sunday Only	Daily	Daily		94.31			Daily	Sunday Only	Daily	Daily

McGEHEE DISTRICT—McGEHEE TO MONROE YARD

Station Numbers	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS SOUTHWARD								
				SECOND CLASS						THIRD CLASS		
				173	853	273	361	153		193		
				Red Ball Freight	Mixed	Red Ball Freight	Red Ball Freight	Mixed		Local Freight		
STATIONS				Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sunday		
c432	408.12	CS.....	McGEHEE.....O\$WYT	2 30AM	7 30AM		1130AM ¹¹⁶			10 30AM		
			0.67									
	408.79	P.....	McGEHEE JUNCTION.....Y	2 35	7 32		11 33			10 35		
			3.16									
c435	411.95	P.....	MASONVILLE.....*	2 45	7 38		11 40			10 45		
			3.73									
	415.68		WARREN DISTRICT CROSSING..									
			0.01									
c439	415.69	N.....	DERMOTT.....\$Y	2 55	7 50AM		11 48			1104 ¹¹⁶		
			6.37									
c446	422.06	P.....	HUDSPETH.....*	3 10			11 58AM			11 15		
			2.79									
c448	424.85		JEROME.....*	3 15			12 02PM			11 22		
			2.58									
c451	427.43	P.....	BOYDELL.....*	3 20			1205 ¹⁹⁴			11 30		
			4.71									
c456	432.14	N.....	MONTROSE.....OW	3 35			12 12			1150AM ¹⁹⁴		
			0.01									
	432.15		HAMBURG DISTRICT CROSSING									
			4.28									
c460	436.43	D.....	PORTLAND.....*	3 45			12 19			12 05PM		
			3.73									
c464	440.16	P.....	SUNSHINE.....	4 00			12 25			12 14		
			4.85									
c469	445.01	P.....	PARKDALE.....*	4 10			12 32			12 23		
			4.34									
c473	449.35	D.....	WILMOT.....*W	4 18			1239 ¹⁹³			1239 ³⁶¹		
			3.18									
c476	452.53	P.....	KIMBALL.....	4 25			12 44			12 50		
			4.72									
c481	457.25	P.....	JONES.....*	4 35			12 51			1 02		
			3.57									
c484	460.82	D.....	BONITA.....*	4 45			12 57			1 10		
			6.41									
c491	467.23	P.....	GALION.....*	5 00			1 07			1 25		
			6.32									
c497	473.55	D.....	MER ROUGE.....*	5 15			1 17			145 ¹⁶⁸		
			7.48									
	481.03		Gurdon District Crossing									
			0.01									
c505	481.04	CS....	COLLINSTON.....OWY	6 00		11 30AM	130 ¹⁶⁸			2 10 5 00		
			2.49									
c507	483.53	P.....	WINDSOR.....*	6 05		11 35	1 34			5 07		
			3.10									
c510	486.63	P.....	WHAM.....	6 15		11 45	1 40			5 15		
			5.17									
c515	491.80	D.....	SWARTZ.....*	6 25		11 55AM	1 50			5 30		
			4.07									
c519	495.87	P.....	SICARD.....	6 35		12 05PM	2 05			5 40		
			5.09									
	500.96	P....	MONROE JUNCTION.....Y	645 ¹⁵⁰				5 05PM				
			0.11									
	501.07	CS....	Y. & M. V. Crossing									
			0.49									
c525	501.56	CS.....	MONROE.....	6 50		12 20	2 20	5 10		5 55		
			0.87									
	502.43	P.....	MONROE YARD...\$TWO	7 00AM		12 30PM	2 30PM	5 20PM		6 00PM		
			94.31	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday		Daily Ex. Sunday		

McGEHEE DISTRICT—MONROE YARD TO McGEHEE

7

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	TRAINS NORTHWARD							
			SECOND CLASS					THIRD CLASS		
			150 Mixed	852 Mixed	168 Red Ball Freight	274 Red Ball Freight	360 Red Ball Freight		194 Local Freight	
		STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily		Daily Ex. Sunday	
Yd. 408.12	CS	McGEHEE.....O\$WYT		3 20PM	4 00PM		12 25AM		1 45PM	
408.79	P	McGEHEE JUNCTION.....Y		3 17	3 52		12 05AM		1 35	
93 411.95	P	MASONVILLE.....*		3 10	3 45		11 42PM ¹⁰²		1 25	
415.68		WARREN DISTRICT CROSSING								
96 415.69	N	DERMOTT.....\$Y		3 00PM	3 35		11 20		1 00	
77 422.06	P	HUDSPETH.....*			3 22		11 06		12 17	
424.85		JEROME.....*			3 17		11 01		12 10	
115 427.43	P	BOYDELL.....*			3 13		10 57		12 05PM ³⁶¹	
90 432.14	N	MONTROSE.....OW			3 05		10 48		11 50AM ¹⁹³	
432.15		HAMBURG DISTRICT CROSSING								
93 436.43	D	PORTLAND.....*			2 58		10 40		11 40	
77 440.16	P	SUNSHINE.....			2 50		10 33		11 30	
115 445.01	P	PARKDALE.....*			2 42		10 24		11 20	
93 449.35	D	WILMOT.....*W			2 35		10 15		11 10	
78 452.53	P	KIMBALL.....			2 29		10 07		11 00	
93 457.25	P	JONES.....*			2 21		9 59		10 50	
54 460.82	D	BONITA.....*			2 16		9 48		10 40	
115 467.23	P	GALION.....*			2 05		9 37		10 30	
115 473.55	D	MER ROUGE.....*			1 45 ¹⁹³		9 25		10 15	
481.03		Gurdon District Crossing								
93 481.04	CS	COLLINSTON.....OWY			1 30 ³⁶¹	7 30PM	9 10		10 00	
54 483.53	P	WINDSOR.....*			1 25	7 25	9 05		9 30	
93 486.63	P	WHAM.....			1 19	7 19	8 58		9 20	
96 491.80	D	SWARTZ.....*			1 10	7 10	8 40 ¹¹⁵		9 10	
93 495.87	P	SICARD.....			1 00	7 00	8 27		9 00	
500.96	P	MONROE JUNCTION.....Y	6 40AM ¹⁷³							
501.07	CS	Y. & M. V. Crossing								
Yd. 501.56	CS	MONROE.....s	6 35		12 50 ⁸⁴⁹	6 50	8 18		8 50	
Yd. 502.43	P	MONROE YARD.....\$TWO	6 30AM		12 45PM	6 45PM	8 15PM		8 45AM	
		94.31	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily		Daily Ex. Sunday	

MONROE DISTRICT—MONROE YARD TO TEXMO JUNCTION

Station Numbers	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS		THIRD CLASS	
			101 Passenger	115 Passenger			173 Red Ball Freight	361 Red Ball Freight	195 Local Freight	
		STATIONS	Daily	Daily			Daily	Daily	Daily Ex. Sunday	
502.43	P.	MONROE YARD...\$WOT	8 10AM	9 05PM			8 55AM	2 45PM	3 00AM	
c530 506.60	P.	MA SIDING..... 4.17	8 16 116	9 16 102			9 10	2 55	3 15	
c535 511.68	P.	FONDALE.....*	8 23	f 9 27			9 20	3 04	3 25	
c540 516.61	D.	BOSCO.....*	8 32	f 9 37			9 30	3 12	3 35	
c545 521.45	P.	COREY..... 4.84	8 40	9 44			9 40	3 20	3 45	
c550 526.29		NO.....RIVERTON.....*	8 46	f 9 52			9 55	3 28	3 55	
		P.....DRAW BRIDGE {Ouachita 2.34 River								
c554 530.56	D.	COLUMBIA.....*	m 8 54	s 10 04			10 10 196	3 37	4 15	
c558 535.15	D.	GRAYSON.....*	9 02	f 10 14			10 25	3 46	4 30	
c561 537.44	P.	CLARKS.....W*	9 06	f 10 23			10 35	3 51	4 40	
c565 541.48		KELLY.....*	9 13 196	f 10 31			10 50	4 00	5 00	
c567 543.86	P.	SU SIDING..... 2.38							5 10	
546.73		O. & N. W. CROSSING..... 2.87								
c570 546.90		STANDARD.....*							5 30	
c572 548.70	D.	OLLA.....* 1.80	m 9 23	s 10 45			11 05 168	4 13	5 50	
c576 552.81	D.	URANIA.....* 4.11	m 9 28	f 10 53			11 20	4 20	6 10	
c580 556.55	D.	TULLOS.....* 3.74	m 9 33	f 10 59			11 35	4 28	6 36 116	
559.53		T. & G. CROSSING..... 2.98								
c583 559.78	D.	ROCHELLE.....YW* 0.25	m 9 38	f 11 05			11 50AM	4 35	6 55 196	
561.62		L. & A. CROSSING..... 1.84								
c585 561.63	N.	GEORGETOWN.....*Y 0.01	s 9 43	s 11 13			12 05PM	4 40	8 00	
563.60		LA. RY. CROSSING..... 1.97								
c587 563.69		SELMA.....* 0.09		f 11 17					8 20	
c593 569.43	P.	HOWCOTT.....W 5.74	9 54	11 25			12 30	5 00	8 45	
c601 576.97	D.	ANTONIA..... 7.54	10 05 168	f 11 38			1 05	5 30 360	9 05	
c605 581.49	P.	POLLOCK.....*	10 11	f 11 46			1 20	5 40	9 20	
c611 586.97	P.	SIMMS.....*	10 19	f 11 55PM			1 40	5 50	9 37 168	
c616 592.62	D.	TIOGA.....* 5.65	10 29	f 12 05AM			1 55	6 00	10 00	
593.09		L. & A. CROSSING..... 0.47								
595.17		L. R. & N. CROSSING..... 2.08								
597.82	CS.	TEXMO JUNCTION..... 2.65	10 40AM	12 20AM			2 10PM	6 15PM	10 15AM	
c623 599.03		ALEXANDRIA..... 1.21	s 10 50AM	s 12 30AM						
		CS. Alexandria Yard. OWYT\$ } 2.50 Two Main Tracks					2 30PM	6 30PM	10 30AM	
		GOULDSBORO.....						5 00AM		
		NEW ORLEANS.....	5 00PM	7 15AM						
		96.60	Daily	Daily			Daily	Daily	Daily Ex. Sunday	

MONROE DISTRICT—TEXMO JCT. TO MONROE YARD

9

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	TRAINS NORTHWARD							
			FIRST CLASS				SECOND CLASS		THIRD CLASS	
			116 Passenger	102 Passenger			168 Red Ball Freight	360 Red Ball Freight	196 Local Freight	
		STATIONS	Daily	Daily			Daily	Daily	Daily Ex. Sunday	
Yd. 502.43	P.....	MONROE YARD... \$WOT	8 25AM	9 23PM			12 30PM	8 00PM	11 59AM	
91506.60	P.....	MA SIDING..... 4.17	8 16 101	9 16 115			12 17	7 50	11 30	
91511.68	P.....	FONDALE..... 5.08	*f 8 05	9 08			12 09	7 40	11 15	
90516.61	D.....	BOSCO..... 4.93	*f 7 58	9 01			12 01PM	7 31	10 55	
90521.45	P.....	COREY..... 4.84	7 50	8 56			11 53AM	7 23	10 40	
90526.29	(NO.....	RIVERTON..... 1.93	*f 7 41	8 49			11 45	7 15	10 30	
528.22	P.....	DRAW BRIDGE..... 2.34 {Ouachita River								
67530.56	D.....	COLUMBIA..... 4.59	*s 7 31	m 8 40			11 38	7 06	1010 173	
94535.15	D.....	GRAYSON..... 2.29	*f 7 22	8 33			11 30	6 57	9 50	
537.44	P.....	CLARKS..... 4.04	W*f 7 16	8 25			11 25	6 50	9 40	
67541.48		KELLY..... 2.38	*f 7 06	8 18			11 16	6 40	913 101	
35543.86	P.....	SU SIDING..... 2.87							9 00	
546.73		O. & N. W. CROSSING..... 0.17								
546.90		STANDARD..... 1.80	*f 6 56						8 45	
98548.70	D.....	OLLA..... 4.11	*s 6 51	m 8 09			1105 173	6 30	8 35	
67552.81	D.....	URANIA..... 3.74	*f 6 43	m 8 03			10 55	6 22	8 25	
556.55	D.....	TULLOS..... 2.98	*f 6 36 195	m 7 58			10 45	6 15	8 00	
559.53		T. & G. CROSSING..... 0.25								
107559.78	D.....	ROCHELLE..... 1.84	YW*f 6 29	m 7 53			10 38	6 08	6 55 195	
561.62		L. & A. CROSSING..... 0.01								
68561.63	N.....	GEORGETOWN..... 1.97	Y*s 6 24	s 7 50			10 35	6 05	6 45	
563.60		LA. RY. CROSSING..... 0.09								
563.69		SELMA..... 5.74	*f 6 18						6 35	
93569.43	P.....	HOWCOTT..... 7.54	W 609 196	7 39			10 20	5 50	609 116	
93576.97	D.....	ANTONIA..... 4.52	f 5 57	7 30			1005 101	530 361	5 40	
67581.49	P.....	POLLOCK..... 5.48	*f 5 47	7 23			9 50	5 20	5 25	
93586.97	P.....	SIMMS..... 5.65	*f 5 37	7 15			937 195	5 10	5 10	
85592.62	D.....	TIOGA..... 0.47	*f 5 27	7 08			9 27	5 00	4 50	
593.09		L. & A. CROSSING..... 2.08								
595.17		L. R. & N. CROSSING..... 2.65								
597.82	CS...	TEXMO JUNCTION..... 1.21	5 15AM	6 59PM			9 15AM	4 45PM	4 35AM	
Yd. 599.03		ALEXANDRIA..... 2.50	5 10AM	6 55PM						
		CS.Alexandria Yard.OWYT\$					9 00AM	4 30PM	4 20AM	
		GOULDSBORO.....						11 00PM		
		NEW ORLEANS.....	10 30PM	1 00PM						
		96.60	Daily	Daily			Daily	Daily	Daily Ex. Sunday	

GURDON DISTRICT—GURDON TO COLLINSTON

Station Numbers	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS SOUTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				801 Local Passenger	847 Local Passenger	841 Local Passenger	815 Local Passenger	273 Red Ball Freight		891 Local Freight	197 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
x426	426.30	CS.....GURDON.....OTCWY	\$	5 50AM	11 15AM			3 15AM		8 20AM	
		4.85									
e5	431.15	P.....BA SIDING		6 01	1127 890			3 30		8 30	
		1.71									
e6	432.86	D.....WHELEN SPRINGS	f	6 04	s 11 33					f 8 35	
		4.80									
e11	437.66	N.....READER	s	6 13	s 1151 AM 848			3 55 274		f 8 45	
		7.13									
e18	444.79	D.....CHIDESTER	s	6 24	s 12 04PM			4 15		s 9 00	
		7.68									
e26	452.47	P.....LESTER	f	6 35	s 12 15			4 35		f 9 20	
		7.41									
e33	459.88	N.....CAMDEN	W s	6 46	s 12 28			5 00		s 9 45 890	
		0.98									
	460.86	ST. L. S. W. CROSSING									
		2.30									
e36	463.16	P.....CULLENDALE		6 51	12 32			5 10		10 00	
		2.29									
e39	465.45	P.....TATE	f	6 56	12 37			5 16		f 10 15	
		3.64									
e43	469.09	P.....ELLIOTT	f	7 03	f 12 44			5 25		f 10 25	
		4.72									
e47	473.81	P.....AN SIDING		711 890	12 51			5 35		1046 848	
		0.69									
e48	474.50	LOUANN	s	7 14	s 12 52			5 37		s 10 50	
		1.90									
e50	476.40	P.....GRIFFIN	*Y f	7 18	12 56			5 41		f 11 00	
		2.49									
e52	478.89	N.....SMACKOVER	s	7 25	s 1 01			6 05		s 11 10	
		1.71									
e54	480.60	P.....KENOVA	W f	7 30	1 04			615 890		f 11 15	
		3.15									
e57	483.75	P.....FX SIDING		7 37	1 09			6 30		11 23	
		0.80									
e58	484.55	D.....NORPHLET	s	7 40	s 1 12			6 32		s 11 30	
		2.95									
e60	487.50	P.....RG SIDING		7 45	1 17			6 40		11 38	
		1.59									
e63	489.09	P.....GULFDORADO		7 50	1 21			6 45		11 43AM	
		3.16									
e66	492.25	CS.....EL DORADO...TCOWY	s	8 00AM	s 1 30PM		6 00PM	7 00		s 1201 PM 816	
		6.61						7 30		12 30	
e72	498.86	P.....NICK SPRINGS					f 6 15	7 46		f 12 55	
		4.58									
e77	503.44	P.....LAWSON					s 6 25	7 57		s 1 10	
		4.69									
e82	508.13	PAYNE	*				f 6 35	8 08		f 1 30	
		4.73									
e86	512.86	D.....STRONG					s 6 45	8 20		s 2 00	
		5.30									
e92	518.16	LAPILE					s 6 55	8 32		s 2 30	
		5.00									
	523.16	L. & P. B. CROSSING									
		0.01									
e97	523.17	P.....DOLLAR JUNCTION					f 7 05	8 45		f 2 50	
		1.82									
e98	524.99	D.....FELSENTHAL	WY				s 7 10	8 55		s 3 00PM	
		2.71									
	527.70	P.....DRAW BRIDGE {Ouachita River									
		3.09									
e104	530.79	P.....CD SIDING					7 20	9 15			
		5.29									
e110	536.08	P.....WHITE					s 7 29	9 27			
		7.02									
e117	543.10	P.....STEVENSON	*				f 7 40	9 43			
		4.85									
e121	547.95	P.....W SIDING					7 48	9 55 816			
		5.04									
	552.99	A. & L. M. CROSSING									
		0.65									
e127	553.64	N.....BASTROP	Y			8 50AM	s 8 00 274	10 15			4 30PM
		6.79									
	560.43	McGHEE DIST. CROSSING									
		0.01									
e505	580.44	CS.....COLLINSTON.....OWY				s 9 05AM	s 8 15PM	10 45AM			4 45PM
		134.14		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday

GURDON DISTRICT—COLLINSTON TO GURDON

11

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				848 Local Passenger	846 Local Passenger	816 Local Passenger	842 Local Passenger	274 Red Ball Freight		890 Local Freight	198 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday
Yd. 426.30	CS	GURDON.....OTCWY	s	12 20PM	s	9 00PM		5 00AM		s	11 45AM
		4.85									
42 431.15	P	BA SIDING.....		12 05		8 45		4 30			1127 ⁸⁴⁷
		1.71									
432.86	D	WHELEN SPRINGS.....	f	12 01PM	s	8 40				f	11 17
		4.80									
35 437.66	N	READER.....	f	11 51AM ⁸⁴⁷	s	8 30		3 55 ²⁷³		f	11 05
		7.13									
56 444.79	D	CHIDESTER.....	s	11 39	s	8 15		3 30		s	10 45
		7.68									
29 452.47	P	LESTER.....	f	11 26	s	8 02		3 10		s	10 20
		7.41									
Yd. 459.88	N	CAMDEN.....W	s	11 14	s	7 50		2 50		s	9 45 ⁸⁹¹
		0.98									
460.86		ST. L. S. W. CROSSING.....									
		2.30									
46 463.16	P	CULLENDALE.....		11 04		7 38		2 30			7 50
		2.29									
29 465.45	P	TATE.....	f	11 00		7 33		2 20		f	7 40
		3.64									
30 469.09	P	ELLIOTT.....	f	10 54	f	7 27		2 05		f	7 30
		4.72									
58 473.81	P	AN SIDING.....		10 46 ⁸⁹¹		7 19		1 45			711 ⁸⁰¹
		0.69									
474.50		LOUANN.....	s	10 44	s	7 18		1 40		f	6 50
		1.90									
Yd. 476.40	P	GRIFFIN.....*Y	f	10 40	f	7 14		1 30		s	6 40
		2.49									
Yd. 478.89	N	SMACKOVER.....	s	10 36	s	7 10		1 05		s	6 30
		1.71									
Yd. 480.60	P	KENOVA.....W	f	10 31		7 07		1 00		f	615 ²⁷³
		3.15									
46 483.75	P	FX SIDING.....		10 26		7 02		12 50			6 00
		0.80									
484.55	D	NORPHLET.....	s	10 24	s	7 00		12 45		s	5 55
		2.95									
71 487.50	P	RG SIDING.....		10 18		6 54		12 35			5 42
		1.55									
76 489.09	P	GULFDORADO.....		10 16		6 51		12 30		f	5 37
		3.16									
Yd. 492.25	CS	EL DORADO...TOCWY	s	10 10AM		6 45PM	s	11 55AM ⁸⁹¹		s	5 30
		6.61						12 15AM 11 30PM			
45 498.86	P	NICK SPRINGS.....					f	11 40		f	5 08
		4.58									
45 503.44	P	LAWSON.....					s	11 29		f	4 55
		4.69									
43 508.13		PAYNE.....*					f	11 18		f	4 43
		4.73									
55 512.86	D	STRONG.....					s	11 08		f	4 30
		5.30									
36 518.16		LAPILE.....					s	10 57		f	4 16
		5.00									
523.16		L. & P. B. CROSSING.....									
		0.01									
523.17	P	DOLLAR JUNCTION.....					f	10 48		f	4 05
		1.82									
Yd. 524.99	D	FELSENTHAL.....WY					s	10 45			4 00AM
		2.71									
527.70	P	DRAW BRIDGE {Ouachita River									
		3.09									
36 530.79	P	CD SIDING.....						9 10			
		5.29									
56 536.08	P	WHITE.....					s	10 16			8 55
		7.02									
56 543.10	P	STEVENSON.....*					f	10 05			8 35
		4.85									
44 547.95	P	W SIDING.....						9 55 ²⁷³			8 20
		5.04									
552.99		A. & L. M. CROSSING.....									
		0.65									
45 553.64	N	BASTROP.....Y					s	9 45	s	8 45PM	8 00 ⁸¹⁵
		6.79									
560.43		McGEHEE DIST. CROSSING.....									3 00PM
		0.01									
Yd. 560.44	CS	COLLINSTON.....OWY						9 30AM	8 30PM		2 30PM
		134.14		Daily	Daily	Daily	Daily	Daily		Daily Ex. Sunday	Daily Ex. Sunday

FERRIDAY DISTRICT—COLLINSTON TO VIDALIA

Station Numbers	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS SOUTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				341 Local Passenger	841 Local Passenger	943 L. & A. Passenger		951 T. & P. Mixed	967 L. & A. Red Ball Freight	893 Local Freight	397 Local Freight
		STATIONS	Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
c505	560.44	CS.....COLLINSTON.....OWY		9 20AM					6 30AM		
e141	567.58	D.....OAK RIDGE		s 9 35					s 6 50		
	577.85	Y. & M. V. CROSSING									
e151	577.91	D.....RAYVILLE		s 9 55					s 7 30		
e157	583.65	DEHLCO		f 10 05 892					f 7 45		
e160	586.80	D.....ARCHIBALD		f 10 13					s 8 00		
e163	589.60	D.....MANGHAM		s 10 20					s 8 45		
e165	591.15	BIG CREEK.....W									
e167	593.55	BASKIN		s 10 29					s 9 12		
	594.37	KX SIDING		10 32					920 892		
e174	600.39	D.....WINNSBORO		s 10 50					s 10 00		
e183	609.51	D.....GILBERT		s 11 08					s 10 20		
e188	614.41	D.....WISNER.....W		s 11 17					s 10 40		
e197	623.50	D.....SICILY ISLAND		s 11 33					s 11 00		
e204	630.19	P.....GREENVILLE.....*		f 11 43					f 11 20		
	635.90	DRAW BRIDGE {Tensas River									
e210	636.08	D.....CLAYTON.....W		s 11 56					s 11 40		
e211	637.21	P.....CLAYTON JUNCTION	11 35AM	11 59AM					11 45AM	5 30PM	
e216	642.78	D.....FERRIDAY.....OWTY	s 11 45AM	s 1220PM 893			9 20AM		s 12 20PM 841	s 5 55PM 342	
	643.23	TEXAS & PACIFIC JUNCTION					9 22AM				
e217	643.43	P.....CONCORDIA JUNCTION		12 22	3 18PM			2 15PM	12 30		
e226	652.08	N.....VIDALIA.....WY		s 12 40PM	s 3 40PM			2 45PM	s 1 30PM		
		INCLINE		1 00							
		D.....NATCHEZ.....YCW		s 1 30PM							
	91.64		Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	

HUTTIG DISTRICT—BETWEEN FELSENTHAL AND MONROE JCT.

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
153 Mixed	151 Mixed	843 Local Passenger	849 Local Passenger					840 Local Passenger	844 Local Passenger	150 Mixed	152 Mixed
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Sunday Only					Sunday Only	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday
2 15PM	10 45AM	7 15PM	1045AM ⁸⁴⁰	524.77	D.....FELSENTHAL.....YW	E98	Yd.	s 1035AM ⁸⁴⁹	s 7 00PM	s 10 15AM	s 2 00PM
s 2 25	s 10 55	s 7 22	s 10 51	527.22	D.....HUTTIG.....YW ^{2.45}	F 3	25	s 10 25	s 6 52	s 10 00	s 1 50
s 2 35	s 11 05AM	s 7 30PM	f 11 00	530.37	P.....LITRO ^{3.15}	F 6	18	10 15AM	s 6 44	s 9 40	s 1 40PM
s 2 55			s 11 20	537.40	DEAN ^{7.03}	F13	23		s 6 24	s 9 10	
s 3 15			s 11 33	542.85	P.....HAILE ^{5.45}	F18	24		s 6 11	s 8 45	
s 3 30			s 11 47AM	548.72	SPENCER ^{5.87}	F24	33		s 5 57	s 8 25	
				553.77	DRAW BRIDGE ^{5.05} { Ouachita River						
s 4 00			s 12 01PM	554.04	D.....STERLINGTON ^{0.27}.....W	F30	17		s 5 43	s 8 00	
f 4 15			f 12 11	557.97	PHILLIPS ^{3.93}	F33	8		f 5 33	f 7 30	
f 4 30			f 12 20	561.56	LAMKIN ^{3.59}	F37	28		f 5 24	f 7 15	
f 4 45			f 12 29	564.94	IDEVAN ^{3.38}	F40	7		f 5 15	f 6 55	
s 5 00			s 12 38	568.06	NORTH MONROE ^{3.12}				s 5 06	s 6 42	
				568.18	A. & L. M. CROSSING ^{0.12}						
5 05PM			12 42PM	568.69	P.....MONROE JUNCTION ^{0.51}.....Y				5 03PM	6 40AM	
Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only	Sunday Only		43.92			Sunday Only	Sunday Only	Daily Ex. Sunday	Daily Ex. Sunday

FERRIDAY DISTRICT—VIDALIA TO COLLINSTON

13

Siding Capacity in Cars	Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932		TRAINS NORTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				944 L. & A. Passenger	842 Local Passenger	342 Local Passenger	968 L. & A. Red Ball Freight	952 T. & P. Mixed	892 Local Freight	396 Local Freight	
				Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
		STATIONS									
Yd. 560.44	CS	COLLINSTON.....OWY			s 8 05PM				s 11 50AM		
65 567.58	D	OAK RIDGE			s 7 50				s 11 20		
577.85		Y. & M. V. CROSSING									
65 577.91	D	RAYVILLE			s 7 30				s 10 40		
65 583.65		DEHLCO			f 7 12				f 1005 841		
586.80	D	ARCHIBALD			f 7 05				s 9 45		
65 589.60	D	MANGHAM			s 6 55				s 9 35		
591.15		BIG CREEK.....W									
593.55		BASKIN			f 6 47				s 9 25		
65 594.37		KX SIDING			6 44				920 893		
35 600.39	D	WINNSBORO			s 6 35				s 9 05		
65 609.51	D	GILBERT			s 6 10				s 8 45		
65 614.41	D	WISNER.....W			s 6 00				s 8 30		
65 623.50	D	SICILY ISLAND			s 5 43				s 8 10		
65 630.19	P	GRE NVILLE.....*			5 30				f 7 50		
635.90		DRAW BRIDGE {Tensas River									
65 636.08	D	CLAYTON.....W			s 5 19				s 7 30		
637.21	P	CLAYTON JUNCTION			5 15	6 10PM			7 25	8 45AM	
Yd. 642.78	D	FERRIDAY.....OWTY			s 5 05	6 00PM 397		s 4 30PM	s 7 10	8 30AM	
643.23		TEXAS & PACIFIC JUNCTION						4 25PM			
643.43	P	CONCORDIA JUNCTION			9 30AM	4 55	10 15AM		4 50		
Yd. 652.08	N	VIDALIA.....WY			9 10AM	s 4 40	9 45AM		4 30AM		
		INCLINE				4 20					
	D	NATCHEZ.....YCW				4 00PM					
		91.64		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	

HAMBURG DISTRICT—BETWEEN LAKE VILLAGE AND CROSSETT

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS								SECOND CLASS						
			851 Mixed								850 Mixed			
			Daily Ex. Sunday								Daily Ex. Sunday			
STATIONS														
				431.32	N.....LAKE VILLAGE.....Y	K126	Yd.							
					0.01									
				431.31	..LAKE PROV. DIST. CROSSING..									
					3.00									
				434.31	BAYOU MACON.....	CM10								
					0.84									
				435.15	ASHTON.....	CM11								
					8.43									
			s 1 10PM	443.58	N.....MONTROSE.....OW	C456	12	s 10 00AM						
					0.01									
				443.59	McGEHEE DISTRICT CROSSING									
					5.57									
			f 1 25	449.16	THEBES.....	CM25	8	f 9 30						
					2.27									
			s 1 35	451.43	SNYDER.....	CM27	4	s 9 20						
					4.57									
			s 1 50	456.00	MIST.....	CM32	13	s 9 10						
					3.43									
			f 2 05	459.43	WALLACE.....	CM35	4	f 9 00						
					3.32									
			s 2 45	462.75	D.....HAMBURG.....	CM39	22	s 8 50						
					6.26									
			f 3 05	469.01	BOVINE.....	CM45	32	f 8 20						
					5.17									
				474.18	A. & L. M. JUNCTION.....									
					0.01									
				474.19	C. R. I. & P. CROSSING.....									
					0.33									
			s 3 30PM	474.52	D.....CROSSETT.....WY	CM50	Yd.	8 00AM						
			Daily Ex. Sunday		43.22			Daily Ex. Sunday						

BENTON DISTRICT—BETWEEN BENTON AND PINE BLUFF

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
			855 Mixed								854 Mixed
			Daily Ex. Sunday		STATIONS			Daily Ex. Sunday			
			9 30AM	368.73	CS.....BENTON.....WY	X369	Yd.	s 5 10PM			
				369.15	0.42 ...ARKANSAS DIV. CROSSING...						
				369.47	0.32 ...C. R. I. & P. CROSSING...						
			f 9 50	375.82	6.35 ...DETONTI.....*	XH39	7	f 4 30			
			f 10 10	382.33	6.51 ...BELFAST.....	XH33	12	f 4 05			
			s 10 35	391.05	8.72 D.....SHERIDAN.....	XH24	17	s 3 35			
			f 11 00	397.98	6.93 ...PRAGUE.....*	XH17	33	f 2 57			
			s 11 15	402.35	4.37 ...DOYLESTOWN.....	XH13	22	s 2 42			
			f 11 20	403.85	1.50 ...BRUCE.....	XH11		f 2 37			
			f 11 25	405.49	1.64 ...HARDIN.....	XH 9	8	f 2 32			
			11 45	413.20	7.71 ...S. & A. JUNCTION.....			2 07			
			11 47	413.52	0.32 P.....P. B. & W. JUNCTION.....			2 05			
			s 11 59AM	414.88	1.36 CSP.....PINE BLUFF. ...OWT\$	K43	Yd.	2 00PM			
			Daily Ex. Sunday		46.15			Daily Ex. Sunday			

ARKANSAS CITY DISTRICT—BETWEEN TRIPPE JCT. AND ARKANSAS CITY

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS								THIRD CLASS			
			895 Local Freight								894 Local Freight
			Daily Ex. Sunday		STATIONS			Daily Ex. Sunday			
.....			11 45AM	412.18	P.....TRIPPE JUNCTION.....Y	K106A	11	1 30PM	.....		
.....			s 12 15PM	420.07	D.....ARKANSAS CITY.....Y	KD 7	Yd.	1 00PM	.....		
			Daily Ex. Sunday		7.89			Daily Ex. Sunday			

EUDORA DISTRICT—BETWEEN EUDORA AND DELHI

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
			857 Mixed								856 Mixed
			Daily Ex. Sunday		STATIONS			Daily Ex. Sunday			
.....			10 30AM	446.81	N.....EUDORA.....O\$WY	K141	Yd.	s 4 45PM	.....		.....
.....			f 10 40	451.07	4.26.....INDIAN.....	KE 4	20	f 4 30	.....		.....
.....			s 10 50	455.15	4.08.....KILBOURNE.....	KE 8	65	s 4 15	.....		.....
.....			s 11 10	460.21	5.06.....TERRY.....	KE14	59	s 4 00	.....		.....
.....			s 11 50AM	465.48	5.27 D.....OAK GROVE.....W	KE19	60	s 3 40	.....		.....
.....			s 12 01PM	470.53	5.05.....FOREST.....	KE24	20	s 3 10	.....		.....
.....			s 12 10	474.29	3.76.....PIONEER.....	KE28	63	s 2 55	.....		.....
.....			s 12 20	478.71	4.42.....DARNELL.....	KE32	29	s 2 40	.....		.....
.....			s 12 35	484.01	5.30 D.....EPPS.....	KE37	37	s 2 25	.....		.....
.....			f 12 50	488.08	4.07.....CUTHBERT.....	KE41	51	f 2 10	.....		.....
.....			s 1 15PM	494.27	6.19 D.....DELHI.....WY	KE47	37	1 45PM	.....		.....
			Daily Ex. Sunday		47.46			Daily Ex. Sunday			

WARREN DISTRICT—BETWEEN HALLEY AND WARREN

15

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
	853 Mixed		343 Local Passenger					344 Local Passenger		852 Mixed	
	Daily Ex. Sunday		Daily		STATIONS			Daily		Daily Ex. Sunday	
			10 43PM	416.71	D.....HALLEY.....Y	K110		s 6 48AM			
				422.67	5.96 McGEHEE DISTRICT CROSSING						
	8 15AM		s 11 00PM	422.68	N.....DERMOTT.....\$WY	C439	Yd.	6 35AM		s 2 55PM	
	s 8 30			426.52	3.84 BAXTER	KC10	21			s 2 40	
	s 8 40			430.40	3.88 COLLINS	KC14	16			s 2 30	
	f 8 50			432.68	2.28 DUKES	KC16	27			f 2 20	
	s 8 55			434.03	1.35 COMINTO	KC17	19			s 2 15	
	s 9 10			438.37	4.34 DEANE	KC22	32			s 2 00	
				444.01	5.68 BALLAST JUNCTION.....Y	KC27					
	s 9 35			445.32	1.27 D.....MONTICELLO.....W	KC29	30			s 1 35	
				445.54	0.22 A. D. & N. CROSSING						
	s 10 00			454.00	8.46 WILMAR	KC37	19			s 1 05	
				457.76	3.76 W. S. R. JCT.						
	f 10 15			457.78	0.02 DRAW BRIDGE.....(Saline River					f 12 54	
	s 10 30AM			461.47	3.69 D.....WARREN.....WT	KC45	Yd.			12 45PM	
	Daily Ex. Sunday		Daily		44.76			Daily		Daily Ex. Sunday	

FARMERVILLE DISTRICT—BETWEEN LITRO AND FARMERVILLE

TRAINS SOUTHWARD				Miles from St. Louis	TIME TABLE No. 3 JULY 31, 1932	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS		
	151 Mixed		843 Local Passenger						840 Local Passenger		152 Mixed	
	Daily Ex. Sunday		Sunday Only						Sunday Only		Daily Ex. Sunday	
.....	11 05AM	.....	7 30PM	530.37	P.....LITRO.....	F 6	18	s 10 15AM	.....	s 1 40PM	.....	
.....	s 11 30AM	.....	s 7 55	538.44	8.07 D.....MARION.....	EH 8	50	s 9 48	.....	s 1 15	.....	
.....	s 12 10PM	.....	s 8 30PM	552.00	13.56 D.....FARMERVILLE.....YW	EH22	23	9 15AM	.....	12 40PM	.....	
	Daily Ex. Sunday		Sunday Only		21.63			Sunday Only		Daily Ex. Sunday		

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

McGehee District: No. 115 is superior to No. 844.

McGehee District: No. 168 is superior to No. 849.

Arkansas City

District: No. 895 is superior to No. 894.

Ferriday District: No. 841 is superior to No. 944.

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

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

Farmerville

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

2. MAXIMUM SPEED:

	Passenger Trains	Freight Trains
Pine Bluff District.....	55	40
McGehee District.....	55	40
Monroe District Between Monroe Yard and Riverton.....	55	40
" " Between Riverton and Texmo Jct.....	50	40
Gurdon District Between El Dorado and Collinston.....	40	25
" " Between Gurdon and El Dorado.....	45	30
Lake Providence District.....	45	30
Ferriday District.....	45	30
Huttig and Farmerville Districts.....	30	20
Benton District.....	35	25
Arkansas City District.....	30	20
Hamburg District.....	30	20
Warren and Eudora Districts.....	35	25

3. SPEED RESTRICTIONS:

Arkansas River: Drawbridge, Mile Post 345.02..... 5 5

Pine Bluff:

North Junction Switch..... 10 10

Electric car line crossing, Mile Post 388.40..... 10 10

South Junction Switch..... 10 10

All trains will proceed at restricted speed between
P. B. & W. Junction, Mile Post 387.09, and South
Junction, Mile Post 388.78.

Gould: No. 101 daily discharge mail..... 20 ..

Dumas: No. 101 Sunday to discharge mail..... 20 ..

Monticello: All engines and trains approach Main Street
prepared to stop and send a member of
Crew ahead to flag crossing before
passing over it.

El Dorado: City Limits..... 10 10

Camden: City Limits..... 15 15

Alexandria City Limits..... 25 25

Ouachita River: Bridge 105, Mile Post 528, Pole 4..... 15 15

Little River: Bridge 131, Mile Post 558, Pole 29..... 35 35

Engines 1701 to 1714, inclusive..... 30 30

Engines 1715 to 1728, inclusive..... 40 40

Engines 1901 to 1925, inclusive..... 40 40

1200 Class Booster engines—Bridges 131-171..... 10 10

Passenger trains handling freight cars must not exceed
maximum speed of freight trains, except upon authority
of Superintendent.

Passenger trains handled by freight engines must not
exceed maximum speed of freight trains, except 2300,
2400, 2500, 2600 and 2700 class engines may be run 50
miles per hour.

Motor Cars:

(a) Gas-electric passenger motor cars (including
such Sykes type cars as have been converted into
gas-electric)..... 50 ..

(b) Brill Model 55, passenger motor cars, and Sykes
type cars (Sykes cars that have not been con-
verted into gas-electric cars)..... 40 ..

Where maximum speed permitted for passenger trains
is less, motor cars will observe such restrictions.

Train handling:

Pile drivers (self-propelling)..... 25 25

Locomotive ditchers (M. C. B. Trucks)..... 25 25

Steam shovels..... 25 25

Bridge erection derrick cars (non-revolving)..... 30 30

Bridge erection derrick cars must be coupled to
flat car and support provided for boom, which
must be chained to car stake irons with sufficient
play to allow for six inch lateral movement. Boom
support must be provided with sliding shoe for this
lateral movement. Drawbar release rods must be
disconnected between convoy and derrick car.
Boom need not be disconnected. Bridge erection
derrick cars may be handled in train with boom
ahead or trailing as requested by messenger ac-
companying machine.

Passenger
Trains

Freight
Trains

Bridge erection derricks-pile driver (combination)..... 25 25

Combination pile driver-bridge erection derrick
may be shipped either as a crane or a pile driver.
When shipped as a crane, its movement must be
governed by the same regulations as apply to
steam wrecking cranes. When shipped as a pile
driver, regulations governing its movement must
be the same as for self-propelling pile driver.

American ditchers (self-propelling)..... 20 20

Self-propelling American ditchers must be coupled
to flat car and a support erected on flat car to
support the boom when boom extends 30 feet or
less beyond end sill of ditcher; when boom ex-
tends more than 30 feet it must be detached from
rotating portion in accordance with loading rule
306, Mechanical Division A. R. A.

American ditchers (loaded on flat cars)..... 20 20

Yard (clam shell) cranes with four-wheel rigid trucks

(loaded on flat cars)..... 20 20

Scale test cars (M. C. B. trucks or four-wheel rigid

trucks)..... 35 35

Locomotive (clam shell) cranes (M. C. B. trucks)..... 20 20

Locomotive clam shell boom should be detached,
water tank and boiler drained and rear of machine
must face toward front of train.

Steam (wrecking) cranes..... 25 25

Pile drivers (non self-propelling)..... 25 25

Jordan spreaders and ditchers..... 25 25

Where speed of freight trains is restricted to 25 miles
per hour or less, trains handling steam (wrecking)
derricks, pile drivers (non self-propelling), and
Jordan spreaders and ditchers will be restricted to
5 miles per hour less than such maximum speed.

Wooden (wrecking) derrick cars..... Maximum
speed allowed for freight trains.

Dead engines with all side rods and main rods in position, cylinder
heads removed, bottom quarter of front cylinder openings blocked with
board and oily waste placed in front end of cylinders, 25 miles per hour;
except 1700 and 1900 class engines, 15 miles per hour.

Dead engines with side rods in position, main rods disconnected, 25
miles per hour; except 1700 and 1900 class engines, 15 miles per hour.

Dead engines moving backward or with part or all side rods down,
15 miles per hour; except 1700 and 1900 class engines, 10 miles per hour.

Dead engines for movement must be inspected and have side rods in
position, but may, in emergency, be handled with a part or all of side
rods down on authority of Superintendent.

Dead engines must be placed not less than three cars from engine
handling train and from each other, and be headed in direction of move-
ment, except in emergency in which case must be turned at first avail-
able point.

Dead engines not equipped with engine trucks must be moved
tank first.

Engines without full set of driving wheels, trucks or trailers may be
moved at speed not exceeding six miles per hour to first siding to clear
main track. Further movement must be authorized by Superintendent.

Locomotive drivers will be blocked only in extreme emergency;
when necessary to block front drivers, speed will be restricted to 20 miles
per hour; no restrictions when necessary to block other drivers.

Trains and engines must not exceed 10 miles per hour through No. 10
turnouts or crossovers, and 30 miles per hour through No. 20 turnouts or
crossovers.

All trains and engines must stop before crossing DeSiard St.,
Monroe Yard, Huttig District, and a member of the crew must be
sent forward to protect movement over that street.

All trains and engines moving over Adams Street, Camden, Arkan-
sas, except through trains on main track must stop before obstructing
crossing and send flagman to protect movement. Other movements to
be made in accordance with Rule 103 and Special Instructions 3.

City Ordinances at Camden and El Dorado prohibit sounding Loco-
motive whistle in City Limits, therefore, when approaching Crossings
in the City Limits of either place, ring bell until engine passes over Cross-
ing and do not sound whistle except to comply with rules or as a warning,
where person or vehicle is on crossing oblivious to approach of train and
whose attention cannot be attracted by ringing of bell.

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

TRACK LOCATION

Northward					Southward				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
	Gurdon District:								
35	456	27	456	13	35	456	13	456	27
30	553	26	553	9	30	553	9	553	26

Lake Providence District:

20	503	18	503	11	20	503	11	503	18
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Warren District:

5	457	25	457	22	5	457	22	457	25
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4. Between P. B. & W. Junction and South Junction, Missouri Pacific Railroad and St. L. S. W. Railway operate trains jointly. Employees of the St. L. S. W. Railway will be governed by Rules of the Missouri Pacific Railroad, with which they must provide themselves and be familiar.

Between Texmo Junction and Alexandria Yard, all trains will be governed by Texas and Pacific Railway rules and time table.

5. STANDARD CLOCKS:

Little Rock Passenger Station, North Little Rock, Pine Bluff, McGehee, Collinston, Crossett, Eudora, Ferriday, Monroe, Monroe Yard, Alexandria Yard, Vidalia, Gurdon and El Dorado.

6. TRAIN REGISTERS:

Trains not scheduled to stop at register stations, may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections. (These two exceptions may be taken care of by use of Train Order, Form N.)

Second and third class and extra trains holding train order Form N (before arrival Monroe) showing first class overdue trains arrived and departed are authorized to move in either direction on main track, subject to the provisions of Rule 93.

All trains must secure Clearance Card, Form C at "MN" Telegraph Office located in Division Office Building, Monroe.

Northward first class trains will be cleared and receive their orders at Texmo Junction. Southward first class trains, Monroe District, will register arrival at "WH" Office, Alexandria.

Northward second and third class trains and extra trains will be cleared and receive their orders at "YD" office, Alexandria New Terminal. These trains will also be required to secure Clearance Card, Form C, at Texmo Junction, the initial station in line with fifth paragraph of Rule 83-A.

7. BULLETIN BOOKS:

Little Rock Passenger Station, North Little Rock, Pine Bluff Yard, McGehee, Collinston, Crossett, Eudora, Ferriday, Monroe, Monroe Yard, Alexandria, Alexandria Yard, Vidalia, Gurdon, El Dorado, Huttig.

8. MAIL CRANES BETWEEN STATIONS:

	Mile Post	Pole
Balls.....	590	14
Barham.....	442	2
Bolding.....	520	13
Chase.....	605	15
College Park.....	383	23
Foules.....	628	9
Kirkland.....	472	10
Lee Bayou.....	632	20
Red Gum.....	639	6
Sayre.....	438	22
Tamo.....	405	20
Urbana.....	506	23

9. TOTAL WEIGHT OF ENGINES TO BE USED:

Pine Bluff, McGehee and Monroe Districts—148 tons or less. 1300 class engines excepted.

Benton, Arkansas City, Lake Providence, Eudora and Ferriday Districts—125 tons or less.

Hamburg District:

Between Crossett and Montrose—79 tons or less.

Between Montrose and Lake Village—125 tons or less.

Warren District:

Between Halley and Dermott—125 tons or less.

" Dermott and Wilmar—86 tons or less.

" Wilmar and Warren—79 tons or less.

Gurdon District:

Between Gurdon and Eldorado—148 tons or less. 1300 Class Engs. excepted.

Between El Dorado and Collinston—125 tons or less.

Huttig District—63 tons or less.

Farmerville District—63 tons or less.

10. RAILROAD CROSSINGS AT GRADE:

Dist.	Mile Post	Other Railroad.	Gated Against.	Senior Line.	Not Gated. Interlocked.
Pine Bluff	346.49	Ark. Div.	P. B. Dist.		
" "	346.98	C.R.I.&P.		Mo. Pac.	Interlocked
" "	348.97	L. R. & A.	L. R. & A.	Mo. Pac.	
" "	387.42	St. L. S. W.		Mo. Pac.	Not Gated
" "	420.27	Ark. Ry.	Ark. Ry.	Mo. Pac.	
McGehee	415.68	Warren Dist.	Warren Dist.		
"	432.15	Hamburg Dist.	Hamburg Dist.		
"	481.03	Gurdon Dist.	Gurdon Dist.		
"	501.07	Y. & M. V.		Y. & M. V.	Interlocked
Monroe	546.73	O. & N. W.	O. & N. W.	Mo. Pac.	
"	559.53	T. & G.	T. & G.	Mo. Pac.	
"	561.62	L. & A.	L. & A.	Mo. Pac.	
"	563.60	Louisiana Railway	Louisiana Railway	Mo. Pac.	
"	593.09	L. & A.	L. & A.	Mo. Pac.	
"	595.17	L. R. & N.	L. R. & N.	Mo. Pac.	
Ferriday	577.85	Y. & M. V.		Y. & M. V.	Not Gated
Gurdon	460.86	St. L. S. W.		St. L. S. W.	Automatic Interlocked
"	523.16	L. & P. B.	L. & P. B.	Mo. Pac.	
"	552.99	A. & L. M.	A. & L. M.	Mo. Pac.	
"	560.43	McGehee Dist.	Gurdon Dist.		
Huttig	568.18	A. & L. M.	A. & L. M.	Mo. Pac.	
Benton	368.35	Ark. Div.	Benton Dist.		
"	368.67	C.R.I.&P.	Mo. Pac.	C.R.I. & P.	
Hamburg	431.31	Lake Providence Dist.	Hamburg Dist.		
"	443.57	McGehee Dist.	Hamburg Dist.		
"	474.17	C.R.I.&P.		Mo. Pac.	Not Gated
Warren	422.67	McGehee Dist.	Warren Dist.		
"	445.54	A. D. & N.	A. D. & N.	Mo. Pac.	
Lake Providence	431.31	Hamburg Dist.	Hamburg Dist.		
"	487.31	L. P. T. & W.	L. P. T. & W.	Mo. Pac.	
"	498.44	Y. & M. V.	(See Note)	Y. & M. V.	Interlocked

*Note—Normal position home signals against Mo. Pac. Interlocking plant operated manually. After passage Mo. Pac. train signals must be set at normal position.

When first class and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

	From Mile Post	Pole	To Mile Post	Pole
11. YARD LIMITS:				
Little Rock	349	10	345	20
Pine Bluff (Pine Bluff District)	386	0	391	5
" (Benton District)	412	25	410	10
McGehee (Pine Bluff District)	445	25	447	5
" (McGehee District)	408	5	409	20
" (Lake Providence Dist.)	408	5	410	5
Dermott (McGehee District)	414	5	417	5
" (Warren District)	421	15	424	0
Montrose (Hamburg District)	442	25	444	5
Collinston (McGehee Dist.)	479	15	483	0
" (Gurdon-Ferriday Dists.)	559	0	561	25
Monroe (McGehee-Monroe Dists.)	499	15	504	15
" (Huttig Dist.)	566	20	568	20
Alexandria	596	25	604	0
Gurdon	426	9	429	0
Camden	458	15	461	20
Smackover	477	25	481	20
Kenova				

SPECIAL INSTRUCTIONS

11. YARD LIMITS:

	From Mile Post	Pole	To Mile Post	Pole
Norphlet.....	483	15	485	20
El Dorado.....	491	5	495	25
Felsenthal (Gurdon Dist.).....	522	25	526	0
" (Huttig Dist.).....	524	23	528	5
Bastrop.....	551	20	554	5
Rayville.....	576	25	579	0
Winnsboro.....	599	10	601	15
Ferriday.....	640	20	644	0
Vidalia.....	651	5	End of track	
Sterlington.....	552	10	555	10
Farmerville.....	551	0	End of track	
Benton.....	370	0	368	20
Crossett.....	473	20	474	15
Arkansas City.....	418	15	420	0
Lake Village (L. Providence Dist.)..	429	25	432	10
" (Hamburg Dist.).....	432	0	432	15
Eudora (Lake Providence Dist.).....	445	5	449	0
" (Eudora District).....	446	25	448	10
Lake Providence.....	468	25	471	5
Tallulah.....	497	15	499	5
Monticello.....	443	15	446	10
Warren.....	460	15	461	15
Delhi.....	493	10	494	10

12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Station	Miles from St. Louis	Train Nos.									
Pine Bluff District:											
Dexter.....	378.97	115	116	...	...	...	...	...	...	...	...
College Park.....	383.65	115	116	...	...	...	...	...	...	...	...
Tamo.....	405.68	115	116	...	...	...	...	...	...	...	...
Lake Providence District:											
Gassoway.....	456.02	341	342	396	397	...	...	...	...	...	...
Wainright.....	461.31	...	...	396	397	...	...	...	...	...	...
Wilman.....	474.49	...	...	396	397	...	...	...	...	...	...
Talla Bena.....	491.81	341	342	396	397	...	...	...	...	...	...
Balmoral.....	519.41	341	342	396	397	...	...	...	...	...	...
Chamblee.....	541.79	341	342	396	397	...	...	...	...	...	...
Azucena.....	549.48	341	342	396	397	...	...	...	...	...	...
Tanglewood.....	553.20	341	342	396	397	...	...	...	...	...	...
Warren District:											
Jade Spur.....	435.86	852	853	...	...	...	...	...	...	...	...
Jeter.....	440.27	852	853	...	...	...	...	...	...	...	...
Tennessee.....	449.87	852	853	...	...	...	...	...	...	...	...
Allis.....	452.36	852	853	...	...	...	...	...	...	...	...
Hamburg District:											
Lloyd.....	445.40	850	851	...	...	...	...	...	...	...	...
Donby Spur.....	446.62	850	851	...	...	...	...	...	...	...	...
Owens.....	447.81	850	851	...	...	...	...	...	...	...	...
Phelan Spur.....	453.89	850	851	...	...	...	...	...	...	...	...
Eudora District:											
Chickasaw.....	457.78	856	857	...	...	...	...	...	...	...	...
Gowan.....	480.44	856	857	...	...	...	...	...	...	...	...
Richland.....	488.63	856	857	...	...	...	...	...	...	...	...
Benton District:											
Vicks.....	398.69	854	855	...	...	...	...	...	...	...	...
Koons.....	394.97	854	855	...	...	...	...	...	...	...	...
Chemical.....	374.25	854	855	...	...	...	...	...	...	...	...
Producing.....	388.75	854	855	...	...	...	...	...	...	...	...
Ferriday District:											
Minorca Spur.....	647.92	841	842	892	893	...	...	...	...	...	...
Red Gum Spur.....	639.15	841	842	892	893	...	...	...	...	...	...
Lee Bayou Spur.....	632.65	841	842	892	893	...	...	...	...	...	...
Foules Spur.....	628.17	841	842	892	893	...	...	...	...	...	...
Peck.....	618.25	841	842	892	893	...	...	...	...	...	...
Elam.....	616.23	841	842	892	893	...	...	...	...	...	...
Chase.....	605.51	841	842	892	893	...	...	...	...	...	...
Jonesburg Spur.....	574.55	841	842	892	893	...	...	...	...	...	...
Bardel.....	572.37	841	842	892	893	...	...	...	...	...	...

12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Station	Miles from St. Louis	Train Nos.							
Gurdon District:									
Upland Spur.....	557.43	815	816	841	842				
Bartholomew Spur.....	550.70	815	816						
Wardville Spur.....	546.77	815	816						
Vaughn.....	540.75	815	816						
Venice.....	533.69	815	816						
Bolding Spur.....	520.44	815	816	890	891				
Sandy Bend.....	509.66	815	816	890	891				
Urbana.....	506.84	815	816	890	891				
Kinard.....	501.39	815	816						
O'Rears.....	486.21	890	891						
Algulf Spur.....	483.56	890	891						
Lion City Spur.....	482.14	890	891						
Kirkland Spur.....	472.32	801	848	847	846	890	891		
Maximo Spur.....	451.03	890	891						
Barham Spur.....	442.12	890	891						
Sayre.....	438.74	801	848	847	846	890	891		
Huttig District:									
Upco Spur.....	547.51	849	844	150	153				
Parks Spur.....	553.57	849	844	150	153				
Lock Arbor.....	556.28	849	844	150	153				
Farmerville District:									
Cecil Spur.....	533.39	840	843	151	152				
Quigley Spur.....	543.12	840	843	151	152				
DeLoutre Spur.....	544.95	840	843	151	152				
Canbeal Spur.....	547.39	840	843	151	152				

13. FREIGHT TRAINS HANDLING PASSENGERS:

The following local freight trains will carry passengers, stopping caboose at station platform:

Nos. 892 and 893 between Collinston and Vidalia.
 " 890 " 891 " Gurdon and Felsenthal.
 " 396 " 397 " McGehee and Ferriday.
 " 894 " 895 " McGehee and Arkansas City.

14. NORMAL POSITION OF SWITCHES AT END OF TWO MAIN TRACKS

North Junction for Southward track.
 South Junction " Northward "

These are spring switches. Trains may move over them without stopping, not exceeding speed of ten (10) miles per hour.

Switches must be cleared and aligned by hand before making facing point movement against current of traffic.

Signals governing facing point movement over spring switches are located immediately in advance of switches. Signals will display "proceed" indication when switches are in normal position. Be governed by Rules 501-AA, 501-B and 501-C. When signals display "stop" indication be governed by Rule 501-C. Examine switch points and know points fit properly and switches lined for route to be used before proceeding. Trains will not make reverse movement through switches until rear of train has cleared spring switch and signals. There is no signal indication to govern trailing movement through spring switches.

15. AUTOMATIC BLOCK SIGNALS:

Between Union Depot and East Little Rock tower (C. R. I. & P. Crossing), also between Rock St., Little Rock, and Washington Ave., North Little Rock, via Junction Bridge, trains and engines will operate by block signal, the indications of which will supersede time table superiority and take the place of train orders. They do not dispense with the use or observance of other signals whenever and wherever they may be required. Movements against the current of traffic between Union Depot and Ashley St., may be made when authorized by yardmaster.

A northward train approaching C. R. I. & P. Crossing, East Little Rock, finding home signal in "stop" position will stop clear of north switch to siding and proceed only when signal has been changed to indicate "proceed". North switch of siding is located at Second St., 600 feet south of C. R. I. & P. Crossing. Northward second or inferior class or extra trains reaching East Little Rock on the time of a southward first class train will head in siding and pull to north end, upon receipt of "proceed" indication such train will pull out of siding and proceed.

Northward Location			Southward Location		
Signal Number	Mile Post	Pole	Signal Number	Mile Post	Pole
Gurdon District:					
4818	481	24	4813	481	8
4920	492	2	4901	490	2
4932	493	8	4925	492	15

16. AUTOMATIC INTERLOCKING PLANTS:

At the following location there is no interlocking tower, crossing being protected by automatic interlocking plant:

District	Mile Post	Other Railroad
Gurdon	460.86	St. L. S. W.

Approaching trains and engines will be governed by Interlocking Signal Indications. When Home Signal indicates "stop," as per Rule 601-A, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" which is located in an iron box, near the crossing. If, after operating hand release, Home Signal continues to indicate "stop" train should be governed by hand signal given from the railroad crossing by a member of its own crew. Hand signals must not be given for at least one minute after release has been run down and trainman will remain at crossing until forward end of his train reaches crossing. Instruction chart is posted inside the iron box containing hand release.

17. Train order signals located at Georgetown, Riverton and Collinston are equipped with flashing lights to distinguish them from Block signals.

18. Rayville, north switch of siding is 250 feet south of train order signal.

Gilbert, north switch of siding is 300 feet south of train order signal.

Georgetown, north switch of siding is 100 feet south of train order signal.

Smackover, south switch of siding is 2030 feet north of train order signal.

Chidester, south switch of siding is 243 feet north of train order signal.

Track No. 1, first track east of main track opposite passenger station, is designated as siding at Monroe. Ruling switches located as follows:

South Switch, Mile Post 501, Pole 21. Opposite Freight Station.

North Switch, Mile Post 501, Pole 12. Just north of north end passenger station platform.

Track No. 1, first track East of main track opposite passenger station, is designated as siding at Eldorado, Ruling switches located as follows:

South Switch, Mile Post 492, Pole 12 at Main Street, North Switch, Mile Post, 492, Pole 4, just south of Block Street.

Gould, south switch of siding is 75 feet north of train order signal.

Dumas, south switch of siding is 300 feet north of train order signal.

Pickens, north switch of siding is 200 feet south of train order signal.

Dermott, north switch of siding is 378 feet south of train order signal.

Montrose, north switch of siding is 120 feet south of train order signal.

Epps, north switch of siding is 14 feet south of train order signal.

19. At initial stations shown below, when the train order signal indicates "Proceed" and no Operator on duty, or, where there is no train order signal and no Operator on duty, it will not be necessary for a regular train to have a Clearance Card, Form C, as required by Rule 83-A.

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

P. B. & W. Junction	Clayton Junction
Trippe Junction	Delhi
Halley	Arkansas City
Lake Village	Warren
Eudora	Crossett
Vidalia	Monroe Junction
Felsenthal	Litro
Farmerville	Monroe Yard

LOCATION OF CROSSOVERS:

Mile Post 388, Pole 14, trailing points.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Station Number	Miles from St. Louis	Capacity
Pine Bluff District:			
College Station Spur.....	K 5	350.11	3 Cars
Dixie Spur.....	K 5A	351.00	5 "
Drury Spur.....	K 6A	351.11	11 "
Rottaken Spur.....	K 14	359.83	6 "
Kearney.....	K 26	371.28	15 "
Tracy Spur.....	K 30	375.06	9 "
Eastwood Spur.....	K 31A	376.08	3 "
Dexter Spur.....	K 33	378.97	7 "
Brewster.....	K 40	385.15	26 "
Cottondale Spur.....	K 52	397.58	6 "
Linwood Spur.....	K 56	401.72	6 "
Tamo.....	K 60	405.68	15 "
Yukon Spur.....	K 89	434.29	3 "
McGehee District:			
Decker Spur.....	C442	418.45	13 Cars
McGinty Spur.....	C478	454.37	7 "
Schley Spur.....	C507A	483.89	22 "
Carbonvale Spur.....	C508	484.69	9 "
Crowbon.....	C509	485.09	31 "
Hancock Spur.....	C513	489.33	40 "
Peerless Spur.....	C514	490.50	8 "
Porcupine Spur.....	C515	490.80	39 "
Larco Spur.....	C517	493.99	8 "
Frizzell Spur.....	C518	494.16	4 "
Monroe District:			
Rilla Spur.....	C531	507.25	6 Cars
Cobb Spur.....	C532	508.41	10 "
McLain Spur.....	C534	510.56	3 "
Logtown Spur.....	C537	513.29	8 "
Ouachita Spur.....	C551	527.53	10 "
Burlington Spur.....	C568	544.87	2 "
Halifax Spur.....	C578	554.46	5 "
Christie Spur.....	C603	577.97	15 "
Nugent Spur.....	C612	588.03	27 "
Ball.....	C614	590.46	17 "
Camp Beauregard Spur from			
Tioga.....	C616A	592.53	
Camp Stafford.....	C618	594.90	10 "
Granger Spur.....	C620	596.15	2 "
Gurdon District:			
Barringer Spur.....	E 5	431.58	10 Cars
Gravel Spur.....	E 7	433.65	10 "
Sayre.....	E 12	438.74	23 "
Barham Spur.....	E 16	442.12	6 "
Tyson Spur.....	E 19	445.30	9 "
Reigler Spur.....	E 21	447.80	4 "
Corcoran Spur.....	E 23	449.17	2 "
Maximo Spur.....	E 24	451.03	6 "
Willetts Spur.....	E 27	453.46	1 "
Perdue Spur.....	E 28	454.53	8 "
Racine Spur.....	E 29	455.26	4 "
Colma Spur.....	E 31	457.09	26 "
Lonewa Spur.....	E 37	463.19	10 "
Kirkland Spur.....	E 46	472.32	10 "
G Siding.....	E 49	475.37	30 "
Lion City Spur.....	E 56	482.14	8 "
Algulf Spur.....	E 57	483.56	8 "
O'Rears.....	E 60	486.21	40 "
Edwards Spur.....	E 69	495.51	3 "
Jarvis Spur.....	E 73	500.14	3 "
Brundage Spur.....	E 75A	501.94	5 "
Pryors Spur.....	E 78	504.58	3 "
Urbana.....	E 80	506.84	20 "
Sandy Bend.....	E 83	509.66	13 "
Wingfield Spur.....	E 85	512.03	6 "
Ipcu Spur.....	E 89	516.03	6 "
Bolding Spur.....	E 94	520.44	17 "
Anna Spur.....	E106	532.89	6 "
Vaughn.....	E114	540.75	18 "
Wardville Spur.....	E120	546.77	25 "
Bartholomew Spur.....	E124	550.70	10 "
Newblock Spur.....	E125	552.36	25 "
Nunally Spur.....	E128	554.53	8 "
Upland Spur.....	E131	557.43	3 "

SPECIAL INSTRUCTIONS

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Name	Station Number	Miles from St. Louis	Capacity
Lake Providence District:			
Winston Spur.....	K112	418.32	13 Cars
Nordman Spur.....	K121	427.10	11 "
Geronimo Spur.....	K128	434.08	6 "
Stanocola Spur.....	K143	448.86	14 "
Gassoway Spur.....	K150A	455.90	5 "
Wainright Spur.....	K156	461.31	2 "
Mignon Spur.....	K160A	465.37	10 "
Fisher Spur.....	K163	469.11	8 "
Wilman Spur.....	K169	474.49	4 "
Grimes Spur.....	K176	480.03	7 "
Bomer Spur.....	K178A	483.91	7 "
Talla Bena Spur.....	K186	491.81	10 "
Englewood Spur.....	K196	500.41	12 "
Nella Spur.....	K199A	504.68	5 "
DeGruy Spur.....	K209	515.25	5 "
Balmoral Spur.....	K215	519.41	10 "
Franklin Spur.....	K217	521.34	5 "
Griswold Spur.....	K225	529.32	19 "
Chamblee Spur.....	K237	541.80	9 "
Azucena Spur.....	K245	549.48	14 "
Ferriday District:			
Brodenax Spur.....	E144	570.45	8 Cars
Jonesburg Spur.....	E148	574.54	12 "
Mastadon Spur.....	E156	582.50	6 "
Kosmos Spur.....	E158	585.96	14 "
Nowery Spur.....	E159	586.54	16 "
Colco Spur.....	E160	587.36	13 "
Witco Spur.....	E161	587.75	24 "
Gasco Spur.....	E162	588.06	24 "
Chase.....	E179	605.51	20 "
Kadel.....	E188A	615.03	16 "
Peck.....	E192	618.25	13 "
Foules Spur.....	E202	628.17	8 "
Lee Bayou Spur.....	E206	632.65	6 "
Red Gum Spur.....	E213	639.15	6 "
Sycamore Spur.....	E218	644.83	3 "
Minorca Spur.....	E221	647.92	6 "
Huttig District:			
Bemis Spur.....	F 9	533.59	7 Cars
Loco Spur.....	F10	534.34	7 "
Upco Spur.....	F23	547.50	50 "
Freda Spur.....	F28	552.59	36 "
Parks Spur.....	F29A	553.62	6 "
Kline Spur.....	F31	555.23	10 "
Kekarko Spur.....	F32	557.20	13 "
Hatcher Spur.....	F34	558.59	10 "

Name	Station Number	Miles from St. Louis	Capacity
Hamburg District:			
Reeves Spur.....	CM 12	436.24	8 Cars
Cosgrove Spur.....	CM 14	437.82	15 "
Renfrow Spur.....	CM 15	439.21	10 "
Brooks Spur.....	CM 17	440.75	2 "
Lloyd Spur.....	CM 21	445.40	4 "
Donby Spur.....	CM 23	446.62	7 "
Phelan Spur.....	CM 30	453.89	13 "
Benton District:			
Wampler Spur.....	XH 4	410.04	18 Cars
Atwood Spur.....	XH 8	406.22	3 "
Koons Spur.....	XH 19	394.97	4 "
Aluminum Spur.....	XH 42	373.39	3 "
Eudora District:			
Chickasaw Spur.....	KE 11A	457.78	2 Cars
Floyd Spur.....	KE 31	478.06	10 "
Gowan Spur.....	KE 34A	480.44	7 "
Mitchener Spur.....	KE 39	485.60	3 "
Malnar Spur.....	KE 42	488.83	6 "
Warren District:			
Jade Spur.....	KC 19	435.86	4 Cars
Tennessee Spur.....	KC 33	449.87	15 "
Allis Spur.....	KC 36	452.36	12 "
Badger Spur.....	KC 36A	453.48	7 "
Farmerville District:			
Cecil Spur.....	EH 3	533.56	14 Cars
Quigley Spur.....	EH13	543.08	6 "
DeLoutre Spur.....	EH15	544.99	15 "
Canbeal Spur.....	EH17	547.39	2 "

SPECIAL INSTRUCTIONS

Table of Speeds

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

EXPLANATION OF CHARACTERS

a—Stop to receive or discharge revenue passengers, mail or express.

m—Stop to receive or discharge revenue passengers to or from New Orleans, Memphis, St. Louis or points beyond.

LOAD LIMIT (Car and Lading)

Ferriday District Between Vidalia and Natchez.....	210,000 lbs.
Huttig District.....	150,000 lbs.
Farmerville District.....	150,000 lbs.
Warren District Between Dermott and Monticello.....	180,000 lbs.
“ “ Between Monticello and Warren.....	150,000 lbs.
Hamburg District Between Montrose and Crossett.....	170,000 lbs.
Benton District.....	210,000 lbs.

LOUISIANA RAILROAD COMMISSION FLAGGING RULES

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

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

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

the two torpedoes must be left on the rail as a caution signal to a following train.

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

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

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

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

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

CAPACITY OF PASSENGER ENGINES IN ACTUAL TONS

	Engines						
	7501 to 7529	5501 to 5540	5500 with Booster	6401 to 6420	6421 to 6444	6445 to 6454	6501 to 6521
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Between Little Rock and McGehee....	400	770	910	980	1050	1100	780
Between McGehee and Collinston.....	490	840	980	1050	1100	1160	850
Between Collinston and Monroe.....	490	770	910	980	1050	1100	840
Between Monroe and Alexandria.....	400	700	800	900	950	1000	700
Between Gurdon and El Dorado.....	420	700	870	910	980	1020	700
Between El Dorado and Collinston.....	490	770	850				770
Between Collinston and Vidalia.....	560	840	910				840

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

NAME	LOCATION	OFFICE	OFFICE PHONE	RESIDENCE	RESIDENCE PHONE
HOSPITAL	St. Louis, Mo.	Grand and Shaw Avenues	{Bell, Grand 0500. Bell, Main 1000.		
★Dr. O. B. Zeinert, Chief Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	{Bell, Grand 0500. Bell, Main 1000.	34 Broadview Drive	Parkview 0674
Dr. Paul F. Vasterling, Consulting Surgeon	St. Louis, Mo.	Grand and Shaw Avenues	{Bell, Grand 0500. Bell, Main 1000.	4149 Flora Blvd.	Grand 3631
HOSPITAL	Little Rock, Ark.	1310 Lincoln Ave.	4-5651 and 4-5181.		
★Dr. W. F. Smith, District Surgeon	Little Rock, Ark.	1310 Lincoln Ave.	4-5651 and 4-5181.	917 W. 2nd St.	4-6798.
Dr. Theo. Freedman, Asst. Dist. Surgeon	Little Rock, Ark.	1310 Lincoln Ave.	4-5651 and 4-5181.	{409 W. 5th St., North Little Rock.	{4-7115.
Dr. Dewell Gann, Local and Dispensary Surgeon	Benton, Ark.	Market Street	No. 2.	Market Street	No. 2.
Dr. Obie R. Kelly	Sheridan, Ark.	Sheridan, Ark.	No. 4.		No. 16.
EMERGENCY STATION	Pine Bluff, Ark.	Suite 214 National Bldg.	268.		
★Drs. Luck & Luck, Resident Surgeons	Pine Bluff, Ark.	Suite 214 National Bldg.	268.	310 Harding Ave.	167.
Dr. Chas. W. Dixon	Gould	Stewart Drug Co.	No. 45.	Gould	No. 2.
Dr. James B. Watts	Dumas, Ark.	Dumas	No. 9 F2	Dumas, Ark.	No. 9 F3.
EMERGENCY STATION	McGehee, Ark.				
★Dr. W. B. Grayson, Division Surgeon	McGehee, Ark.	Third Street	No. 153.	307 N. 4th St.	No. 356.
Dr. J. C. Chennault	McGehee, Ark.		No. 105.	504 N. 2nd St.	No. 102.
HOSPITAL	Monroe, La.	{St. Francis Sanitarium, Cor. Jackson & Wood Sts.	Cumberland 452.	Monroe, La.	
★Dr. J. Q. Graves, Division Surgeon	Monroe, La.	Ouachita Bank Building	No. 168.	320 No. 3rd Street	No. 703.
Dr. J. G. Snelling	Monroe, La.	Ouachita Bank Bldg.	No. 4400.	Monroe Hotel	No. 150.
Dr. M. W. Hunter	Monroe, La.	Ouachita Bank Bldg.	No. 168.	603 Auburn Ave.	No. 131.
★Dr. G. M. Snelling, Division Surgeon	Monroe, La.	200 DeSiard Street	No. 207.	River Front	Phone 525.
Dr. I. B. May	Columbia, La.	Columbia		Columbia, La.	
Dr. H. S. Holloman	Standard, La.	Standard, La.	Local or Rural Line.	Standard, La.	Local or Rural Line.
Dr. Chas. W. Patterson	Tullos, La.	No. 10.		Marine Hotel	No. 10.
Dr. I. N. Adams	Selma, La.	Selma	No. 3.	Selma, La.	
Dr. F. O. Maxwell	Pollock, La.	City Drug Store	No. 9.	Main Street	No. 1.
EMERGENCY STATION	Alexandria, La.	Alexandria Sanitarium.			
★Dr. J. A. White, Resident Surgeon	Alexandria, La.	1016 4th Street	No. 695.	1740 Jackson Street	No. 130.
Dr. H. A. White, Resident Surgeon	Alexandria, La.	1016 4th Street	No. 695.	1740 Jackson Street	No. 130.
Dr. D. C. McBride	Alexandria, La.	530 Murray Street	No. 866.	1922 White Street	No. 748.
Dr. W. L. Murrell, Resident Surgeon	Alexandria, La.	Hotel Bently	No. 131.	2036 Thornton Court	No. 2239-J.
★Dr. R. B. Harrison	New Orleans, La.	Hibernian Bank Bldg.		2327 Napoleon Ave.	
Dr. Wm. D. Phillips	New Orleans, La.	806 Hibernian Bank Bldg.	Main 2321; Main 3249.	479 Audobon	Walnut 0218.
Dr. E. P. McGehee	Lake Village	Lake Village	Valley No. 20.	Lake Village	Valley No. 10.
Dr. H. H. Parr	Eudora	Main Street	Valley Eudora No. 11.	Foot of Main	Valley Eudora No. 5.
Dr. W. H. Hamley	Lake Providence	Lake Providence	No. 205.	Lake Providence	No. 223.
Dr. H. C. Sevier	Tallulah	Tallulah	No. 147.	Tallulah	No. 111.
Dr. Joseph Whitaker	St. Joseph, La.	Bank Bldg.	No. 71-J.	St. Joseph, La.	No. 71-W.
Dr. J. P. Davis	Waterproof, La.	Waterproof, La.	No. 56.	Waterproof, La.	No. 41.
★Dr. N. L. Sebastian	Ferriday		No. 72.	R. R. Street	No. 71.
Dr. H. W. Ratcliffe	Ferriday		No. 72.		No. 71.
Dr. V. MacCammon	Arkansas City	Denmarke Bldg.	No. 19.	Denmarke Bldg.	No. 19.
Dr. E. Baker	Dermott, Ark.	118 N. Freeman	No. 38.	118 N. Freeman	No. 38.
Dr. Stanley M. Gates	Monticello		No. 217.		No. 17.
Dr. S. R. Herring	Warren	Herring Building	No. 271.	Warren	No. 7.
Dr. J. L. Kelley	Oak Grove		No. 95.	Oak Grove, La.	No. 75.
Dr. C. C. Thompson	Delhi, La.		No. 22.		No. 44.
Dr. Lewis C. Barnes	Hamburg, Ark.	Lincoln St.	No. 112.	Hamburg	No. 21.
Dr. G. W. Fletcher	Montrose, Ark.	Montrose	No Phone.	Montrose	No Phone.
Dr. A. E. Cone	Portland, Ark.	Rear of City Drug Co.	No. 5.	Southeast of Depot	{No. 19 Valley Telephone Co.
Dr. E. O. McDermott	Wilmot	South of Depot	Valley No. 35.	North of Depot	Valley No. 35.
Dr. E. M. Clark	Mer Rouge, La.		Local Phone from Drug Store.	Mer Rouge	Cumberland No. 28.
Dr. W. Poinboeuf	Collinston, La.	Collinston		Collinston	
Dr. C. L. Hope	Oak Ridge, La.	Oak Ridge		Oak Ridge	
Dr. J. C. Sarter	Rayville, La.	Jones' Pharmacy Bldg.	No. 13.	Rayville	{Cumberland Tel. Co. No. 151.
Dr. Ralph E. King	Winnsboro, La.	Winnsboro Sanitarium	Nos. 203 and 204.	Winnsboro, La.	No. 294.
Dr. J. D. Rogers	Winnsboro, La.	Walter Bldg.	No. 55.	Winnsboro, La.	No. 110.
★Dr. Pete E. Magoun	Vidalia, La.	Vidalia	No. 2.	Vidalia, La.	No. 37.
EMERGENCY STATION	Gurdon, Ark.	Gurdon, Ark.	No. 26.		
★Dr. D. W. Kirby, Resident Surgeon	Gurdon, Ark.	Gurdon, Ark.	No. 13.	East 3rd Street	No. 55.
Dr. J. T. McLain, Asst. Res. Surgeon	Gurdon, Ark.	Box 351	No. 120.	Box 351	No. 47.
Dr. W. A. Purifoy	Chidester, Ark.			Chidester, Ark.	
Dr. C. S. Early, Local and Disp. Surgeon	Camden, Ark.	Camden National Bank Bldg.	No. 53.	Camden, Ark.	No. 70.
Dr. B. V. Powell, Local and Disp. Surgeon	Camden, Ark.	{Horne Drug Bldg., corner Main and Jefferson	{No. 803.	418 W. Washington St.	No. 50.
Dr. W. L. Newton	Smackover, Ark.	Smackover, Ark.		Smackover, Ark.	
★Dr. L. L. Purifoy, Resident Surgeon	El Dorado, Ark.	McWilliams Building	No. 150 and 128.	508 Champagnole	No. 104.
Dr. Geo. W. Murphy	Strong, Ark.	Strong		Strong, Ark.	
Dr. S. D. Graves	Bastrop, La.	Bastrop	Cumberland Tel. Co., No. 51.	Bastrop	{Cumberland Tel. Co., No. 51.
Dr. William V. Garnier	Bastrop, La.	Bastrop	Cumberland Tel. Co. No. 94.	Bastrop	{Cumberland Tel. Co., No. 94.
Dr. H. F. Mayfield	Huttig, Ark.	Hospital Dept. U. S. Mill	No. 18.	19 B. Street	No. 37.
Dr. J. G. Taylor	Farmerville, La.	Farmerville	Cumberland 57.	Farmerville	Cumberland 57-2.
Dr. Chris. L. Mengis	Sterlington, La.	Sterlington, La.	County 7503.	Sterlington	County 7503.

★Examining Surgeons for Examinations of Applicants under Form 339-Rev.

DR. O. B. ZEINERT, Chief Surgeon.