

Meridian #101 at Southern Iron & Equipment Co. Atlanta, GA. November, 1913. During 1914, this engine became RR&G #101 replacing #1.

Don't let the huge cab give the impression that it has a lot of room. The boiler goes all the way to the back, making it a "deckless" cab and not comfortable at all.



RED RIVER & GULF RAILROAD.

C. T. CROWELL, President,
Los Angeles, Cal.
H. A. WHITE, Aud. and Gen. Mgr.,
LeCompte, La.
A. B. SPENCER, V.-P. & Trst. Mgr.,
LeCompte, La.
J. S. CROWELL, Secretary and
Gen. Supt., Long Leaf, La.
R. D. CROWELL, Treasurer,
LeCompte, La.

J. B. EVANS, Real Estate and
Tax Agent, Long Leaf, La.
W. W. WHITTINGTON, Jr., Gen. Agt.,
Alexandria, La.
ANDREWS, HAKENBOS & SCOTT,
Attorneys, Alexandria, La.
H. C. JONES, Chief Surgeon,
Long Leaf, La.

No. 3	No. 1	Mis	January 1, 1916.	No. 2
			LEAVE	ARRIVE	
11 30 P M		0	LeCompte, La	12 30 Noon	
1 50 "		5	Togo, La.	12 10 "	
2 01 "		6	Holdup, La.	12 01 Noon	
2 40 "		9	Forest Hill, La.	11 20 A M	
3 00 P M	15 30 A M	12	Long Leaf, La	9 00 "	
	5 35 A M	13	Louisiana Jn., La.	9 25 A M	
		14	Concrete Hill, La.	9 20 A M	
		15	arr. Bolton, La. lve.	9 05 A M	
	5 35 A M	13	Louisiana Jn., La.	9 25 A M	
	5 40 "	14	Audebert, La.	8 50 "	
	6 15 "	20	Cocodrie, La.	8 15 "	
	6 35 "	21	Causey, La.	7 50 "	
	6 50 A M	24	Meridian, La.	7 30 A M	
			ARRIVE	LEAVE	

+ Daily, except Sunday.
• Arrives Long Leaf 9 30 a.m.
STANDARD—Central time.

Connections.—At Long Leaf, La.—With St. Louis, Iron Mountain & Southern Ry. At LeCompte, La.—With Texas & Pacific, Southern Pacific and Chicago, Rock Island & Pacific Ry. (Louisiana Division). At Meridian, La.—With Chic. Rk. Isl. & Pac. Ry. (Louisiana Div.).

The new schedule was a grueling one for the crew of the mixed train. Called to leave Long Leaf at 5:30 am, they would have gone on duty around 4. The train ran straight through to Meridian first, as Train #1 then became #2 (eastbound by timetable, westbound by compass bearing). Somehow #2 served the Louisiana Sawmill at Bolton on the return to Long Leaf, before continuing on to LeCompte, arriving there at noon. After switching out the cars for and pickups from the T&P, T&NO and the Rock, the crew would leave LeCompte to arrive at Long Leaf at 3:00 pm. By the time that the locomotive was put away and serviced it would be well over a 12 hour day for the crew.