

IRON MOUNTAIN ROUTE
CONDENSED TIME TABLE

St. Louis to Bonham, Sherman, Ft. Worth and Intermediate Points.

St. Louis to Austin, San Antonio, Laredo, and Intermediate Points.

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
Hot Springs	10:30 a. m.
Malvern	11:00 a. m.
Arkansas City	11:30 a. m.
Monticello	12:00 p. m.
Texarkana	12:30 p. m.
Texarkana	1:00 p. m.
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Texarkana	7:00 p. m.
Texarkana	7:30 p. m.
Texarkana	8:00 p. m.
Texarkana	8:30 p. m.
Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

TO CALIFORNIA.

THE THROUGH LINE TO ARKANSAS, TEXAS & CALIFORNIA.

TWO TRAINS DAILY FROM UNION DEPOT

ST. LOUIS

F. CHANDLER, General Passenger Agent.
C. B. KINMAN, Ass't General Passenger Agent.

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis to Austin, San Antonio, Laredo, and Intermediate Points.

St. Louis to Houston, Galveston and Intermediate Points.

VIA TEXAS AND PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
Hot Springs	10:30 a. m.
Malvern	11:00 a. m.
Arkansas City	11:30 a. m.
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Texarkana	8:00 p. m.
Texarkana	8:30 p. m.
Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

TO CALIFORNIA.

THE THROUGH LINE TO ARKANSAS, TEXAS & CALIFORNIA.

TWO TRAINS DAILY FROM UNION DEPOT

ST. LOUIS

H. M. HOXIE, General Manager.
F. CHANDLER, General Passenger Agent.

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis to Houston, Galveston and Intermediate Points.

St. Louis to Dallas, Ft. Worth & Western Texas

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
Hot Springs	10:30 a. m.
Malvern	11:00 a. m.
Arkansas City	11:30 a. m.
Monticello	12:00 p. m.
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Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

The above name by which the St. Louis, Iron Mountain & Southern R'y has become so well and favorably known to the traveling public, designates the shortest and quickest route from the North, East, and Southeast, to all points in Arkansas and Texas; and is also the Eastern Link of the new Texas-Pacific Line to California, and when it is stated that the entire business of the Iron Mountain Route lies in the South and West, it will be readily understood that as our only interest is in that country, our care for the business must be greater than other lines whose attention is divided, and consequently our accommodations and facilities for handling passenger business to and from

California and the Great Southwest are unexcelled.

The Iron Mountain Route offers to its patrons all the newest and best improvements which modern skill has devised, including Pullman Palace Sleeping Cars on all trains, elegant and comfortable day coaches, air brakes, Miller's patent coupler, and beneath the wheels, steel rails, a solid road-bed, and iron bridges.

The line passes through the richest and best portions of the States of Missouri and Arkansas, starting from Union Depot, St. Louis, its trains run for miles along the banks of the Mississippi river, and through the thriving towns of De Soto and Mineral Point, at which latter town connection is made with the branch line for Potosi; leaving here the next point reached is Bismarck, the junction with the Belmont branch of the Iron Mountain Route, and over which the through trains for Mobile, New Orleans,

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis to Dallas, Ft. Worth & Western Texas

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
Hot Springs	10:30 a. m.
Malvern	11:00 a. m.
Arkansas City	11:30 a. m.
Monticello	12:00 p. m.
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Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

The Route and Points of Interest. (Continued.)

Nashville and the Southeast are run; leaving Bismarck the line winds along the base of the great Iron Mountain, formed of solid ore, and from which the line takes its name, and swiftly gliding past Pilot Knob, enters the beautiful valley of the Arcadia, whose beauties are too poetic to be described in so prosaic a paper as this—out at the South end rolls the train, and soon the whistle sounds for Poplar Bluff, where connection is formed with the Cairo branch, when again thundering on the way it passes in a few minutes over the Arkansas State boundary line and into a section of the country known as "Sportsmen's Paradise," where all descriptions of fish and game abound, and where the whole year round the sharp crack of the rifle in the day and the cheerful blaze of the camp fire at night betoken the presence of the sporting devotees. A little further down O'Keen is reached, where stages wait to convey passengers to the newly discovered Ravenden Springs, thence past town and hamlet takes its way, through Newport, the great cotton centre of Arkansas, and on to the Arkansas River, on the northern side of which connection is made in Union Depot with trains of the Little Rock & Ft. Smith R'y for Ft. Smith and other points in the Western part of the State. Starting slowly from here it passes over the river on a fine iron bridge, from which a good view of Little Rock, the "City of Roses," and capital and metropolis of the State, can be had, and where all trains stop for a time sufficient to give passengers an opportunity to satisfy the cravings of the inner man. At Little Rock, the headquarters of our Land Department

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis to Ft. Smith and Intermediate Points.

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
Hot Springs	10:30 a. m.
Malvern	11:00 a. m.
Arkansas City	11:30 a. m.
Monticello	12:00 p. m.
Texarkana	12:30 p. m.
Texarkana	1:00 p. m.
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IRON MOUNTAIN ROUTE.

The Route and Points of Interest. (Continued.)

are located, the office of our Land Commissioner being across the street from the depot. Intending settlers and land purchasers can obtain all necessary information regarding soil, products, etc., at this office. Connections are here made with the Memphis & Little Rock R. R., and with the Little Rock, Mississippi River & Texas R. R. for Pine Bluff and points in Southeastern Arkansas. Shortly after leaving Little Rock the train reaches Malvern, the junction with the H. S. R. R. for Hot Springs, the meaning of which, if a dictionary of proper names were compiled, would be, "The cure of all diseases to which the flesh is heir." At this junction an immense number of passengers is transferred, most of whom are invalids who usually go to the Springs doubting, but who never fail to come back convinced of the fact that the curative qualities of these waters is beyond everything claimed for them.

Again, southward we roll to Gurdon, the junction with the branch for Camden, and thence to Texarkana, our Southwestern terminus, located half in Arkansas and half in Texas, one of the main streets of the town being the State line—and here we hand the passenger for Texas to our connection, the Texas and Pacific R'y with its lines extending to Sherman, to Shreveport, La., and through Longview away west via Dallas and Ft. Worth to El Paso, on the Mexican frontier, where the connection with the Southern Pacific R'y is formed.

We assure our patrons of as good treatment in their hands as in our own, for although the road changes its name, the same management is extended over the Texas lines as over the Iron Mountain Route.

(For Time Tables, etc., see other pages.)

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis, Little Rock, Hot Springs and Texas Line.

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
Little Rock	10:00 a. m.
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Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

TO CALIFORNIA.

CONDENSED TIME TABLES

Miles.	STATIONS.	Express, Daily.
0	Lvs. St. Louis Union Depot	9:00 a. m.
42	" De Soto	10:45 "
75	" Bismarck	12:17 p. m.
169	" Poplar Bluff	4:27 "
262	" Newport	8:29 "
345	Arr. Little Rock	11:55 "
345	Lvs. " Malvern	12:15 a. m.
345	" "	2:45 "
413	Lvs. Hot Springs	4:30 p. m.
457	Lvs. Hope	5:08 a. m.
490	Arr. Texarkana	5:50 "
490	Lvs. " via T. & P.	7:50 "
584	" Marshall	11:55 "
587	" Longview	1:30 p. m.
633	" Mineola	4:10 "
711	" Dallas	8:40 "
743	" Ft. Worth	10:10 "
834	" Cisco	3:55 a. m.
854	Arr. El Paso	11:10 p. m.
1442	Lvs. " via S. P. R'y	3:30 a. m.
1661	Arr. Deming	8:00 "
1909	" Pecos	6:00 p. m.
2157	" Yuma	5:00 a. m.
2389	" Los Angeles	4:45 p. m.
2546	" Dulare	11:15 a. m.
2546	" Lathrop	10:30 "
2603	Arr. Sacramento, via S. P. R'y	2:10 p. m.
2633	Arr. San Jose, via S. P. R'y	5:00 p. m.
2640	Arr. San Francisco, via S. P. R'y	2:35 p. m.

PALACE SLEEPING CARS
Are run via this Line from St. Louis to San Francisco with but one change.

IRON MOUNTAIN ROUTE.
CONDENSED TIME TABLE

St. Louis, Little Rock, Hot Springs and Texas Line.

VIA TEXAS & PACIFIC RAILWAY

St. Louis	9:00 a. m.
St. Louis Union Depot	9:00 a. m.
Bismarck	9:30 a. m.
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Texarkana	8:30 p. m.
Texarkana	9:00 p. m.

IRON MOUNTAIN ROUTE.

New and Important.

We are now in a position to announce an event long looked for by all Americans, viz: the completion of the Southern route to California, which will be known as

Texas Pacific LINE.

It is formed of the Iron Mountain Route, the Texas & Pacific Railway and the Southern Pacific Railway, and runs through the great State of Texas, passing Little Rock, Fort Worth and El Paso.

The track has been completed and the connections all formed, and the first train left the Grand Union Depot the 1st of January, 1882.

PASSENGER TRAINS

will leave St. Louis daily hereafter, and run via the above line to San Francisco with only one change of cars.

This is a most important fact, as passengers via this line need dread neither snow storms nor floods, and the management of the line have equipped it in the most complete and commodious manner, and thus claim for it a large amount of the public patronage. If ye are going to California take a trip via the new line and be convinced of the excellence of the route.