

LAUREL HOSPITAL UNIT

C. H. RAMSAY, M. D., Chief Surgeon, Laurel, Miss.

Richton, Miss.	J. H. Newcombe	Local Surgeon
Laurel, Miss.	Robt. McLaurin	Local Surgeon
Laurel, Miss.	J. C. Butler	Local Surgeon
Laurel, Miss.	Levette Golden	Local Surgeon
Laurel, Miss.	W. S. Harper	Oculist
Laurel, Miss.	Part Burgoyne	Local Surgeon
Bay Springs, Miss.	J. B. Thigpen	Local Surgeon

MISSOURI PACIFIC HOSPITAL ASSOCIATION - ST. LOUIS, MO.
H. J. Mohler, President O. B. Zeinert, M. D., Chief Surgeon

Mobile, Ala.	S. H. Stephens	Local Surgeon
Mobile, Ala.	Eugene D. Boudurant	Consultant Neurologist
Mobile, Ala.	J. Gillis Sanders	Oculist
Mobile, Ala.	H. R. Cogburn	Dermatologist
Mobile, Ala.	T. D. Hans	Local Surgeon
Mobile, Ala.	G. C. Oswalt	Local Surgeon
Mobile, Ala.	Wm. Rowell	Dentist
Tacon (Crichton), Ala.	A. M. Cowden	Local Surgeon
Luodale, Miss.	J. A. Dursett	Local Surgeon
Luodale, Miss.	J. L. Spiceland	Local Surgeon
McLain, Miss.	Dan McLeod	Local Surgeon
Beaumont, Miss.	E. J. Mathis	Local Surgeon
Laurel, Miss.	J. R. Devrelling	Local Surgeon
Louis, Miss.	G. W. Land	Local Surgeon
Newton, Miss.	Dudley Stearns	Local Surgeon
Newton, Miss.	W. E. Box	Local Surgeon
Union, Miss.	Z. C. Hagan	Local Surgeon
Union, Miss.	W. S. Polk	Local Surgeon
Union, Miss.	E. L. Laird	Local Surgeon
Philadelphia, Miss.	W. J. Stridling	Local Surgeon
Philadelphia, Miss.	W. R. Hand	Local Surgeon
Nonspanter, Miss.	T. F. Kilpatrick	Local Surgeon
Louisville, Miss.	E. L. Richardson	Local Surgeon
Louisville, Miss.	M. L. Montgomery	Local Surgeon
Louisville, Miss.	S. W. Pearson	Local Surgeon
Louisville, Miss.	J. A. Crawford	Local Surgeon
Louisville, Miss.	W. B. Hickman	Local Surgeon
Asherman, Miss.	J. James	Local Surgeon
Mathiston, Miss.	J. H. Stearns	Local Surgeon
Maben, Miss.	W. B. Harpole	Local Surgeon
Vardaman, Miss.	J. S. McNeal	Local Surgeon
Houston, Miss.	J. R. Williams	Local Surgeon
Houston, Miss.	R. R. Gore	Local Surgeon
Houlka, Miss.	W. C. Walker	Local Surgeon
Houlka, Miss.	J. M. Hood	Local Surgeon
Pontotoc, Miss.	R. P. Donaldson	Local Surgeon
Eru, Miss.	J. H. Windham	Local Surgeon
New Albany, Miss.	H. N. Mayes	Local Surgeon
New Albany, Miss.	S. E. Eason	Local Surgeon
New Albany, Miss.	H. B. Barwell	Local Surgeon
New Albany, Miss.	Robert E. Shands	Local Surgeon
Cotton Plant, Miss.	T. J. Pennbaker	Local Surgeon
Blue Mountain, Miss.	Jas. I. Mayfield	Local Surgeon
Ripley, Miss.	C. M. Murry	Local Surgeon
Ripley, Miss.	H. G. Waldrop	Local Surgeon
Falmer, Miss.	J. H. Pearce	Local Surgeon
Brownfield, Miss.	H. S. Ford	Local Surgeon
Middleton, Tenn.	J. G. Alexander	Local Surgeon
Bolivar-Hornsby, Tenn.	C. L. Frost	Local Surgeon
Bilerton, Tenn.	W. H. Siler	Local Surgeon
Jackson, Tenn.	R. D. Poindexter	Dental Surgeon
Jackson, Tenn.	R. B. White	Local Surgeon
Jackson, Tenn.	W. T. Pitts	Local Surgeon
Jackson, Tenn.	Jere L. Crook	Local Surgeon
Jackson, Tenn.	G. H. Berryhill	Oculist
Jackson, Tenn.	S. M. Herron	Oculist
Jackson, Tenn.	J. W. McClaran	Division Surgeon
Jackson, Tenn.	W. G. Saunders	Division Surgeon
Jackson, Tenn.	B. L. Green	Urologist
Hells, Tenn.	E. Farrow	Local Surgeon
Alamo, Tenn.	E. O. Prather	Local Surgeon
Dyersburg, Tenn.	J. G. Price	Local Surgeon
Meridian, Miss.	Leslie V. Rush	Local Surgeon
Meridian, Miss.	G. Lamar Arrington	Local Surgeon
Meridian, Miss.	H. Lowery Roach	Radiologist
Meridian, Miss.	Julian L. Bailey	Consultant Urologist
Meridian, Miss.	H. L. Arnold	Local Surgeon
Meridian, Miss.	K. T. Klein	Local Surgeon
Meridian, Miss.	C. J. Lewis	Local Surgeon
Meridian, Miss.	T. E. Royals	Local Surgeon
Meridian, Miss.	O. T. Walker	Dentist
Meridian, Miss.	C. P. Mosby	E. E. N. and T.
Sebastopol, Miss.	W. F. Johnson	Local Surgeon
Lena, Miss.	K. P. Wood	Local Surgeon
Brandon, Miss.	W. H. Watson	Local Surgeon
Jackson, Miss.	L. B. McCarty	Local Surgeon
Jackson, Miss.	F. E. Weckbeiser	Local Surgeon
Jackson, Miss.	M. Brister Ware	Local Surgeon
Jackson, Miss.	Van Dyke Hagaman	Oculist

LOCATION OF GENERAL HOSPITALS

Mobile, Ala.	City Hospital.
Mobile, Ala.	Mobile Infirmary.
Laurel, Miss.	Laurel General Hospital.

LOCATION OF EMERGENCY HOSPITALS

Newton, Miss.	Newton Sanitorium.
Houston, Miss.	Houston Hospital.
New Albany, Miss.	Mayes Hospital.
New Albany, Miss.	New Albany Hospital & Clinic.
Jackson, Tenn.	Memorial Hospital.
Jackson, Tenn.	Fitts-White Clinic.
Dyersburg, Tenn.	The Baird-Brewer General Hospital.
Meridian, Miss.	Meridian Sanitorium.
Meridian, Miss.	Rush's Infirmary.
Jackson, Miss.	Jackson Infirmary.

Gulf, Mobile and Ohio R. R.

Alabama and Tennessee Divisions

TIME TABLE No. 4

Taking Effect 12:01 A.M.

SATURDAY, JANUARY 16, 1943

Superseding Time Table No. 3

Dated Wednesday, December 16, 1942

For the Government and Information
of Employees Only

Not intended for the information of the public,
nor as an advertisement of the time of trains.

The Railroad reserves the right to vary
therefrom as circumstances may require.

NOTE IMPORTANT CHANGES

- G. P. BROCK, Vice President and General Manager
- P. B. BRIDGES, General Superintendent
- C. E. LANHAM, Superintendent Transportation
- J. G. MINNIECE, Transportation Assistant
- J. H. CURRIE, Superintendent
- W. R. MOORE, Assistant Superintendent

TENNESSEE DIVISION—NEW ALBANY DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 4 January 16, 1943	FIRST CLASS			SECOND CLASS			THIRD CLASS	
			1			33	37	41		99
			<i>The Rebel</i> Mail and Express			Fast Freight	Through Freight	Through Freight		Freight
			Daily			Daily	Daily	Daily		Except Sunday
YARD	0.0	DN..... JACKSON.....	L 8 15 PM							
		1.8								
YARD	1.7	DN..... ISELIN.....WCYSX	8 20			L 2 00 AM	L 12 15 PM	L 9 00 PM		L 8 25 AM
		0.9								
	2.7	TB..... ISELIN JUNCTION.....	8 21			2 04	12 20	9 05		8 30
		2.2								
YARD	4.9	TB..... BEMIS.....X	8 29			2 15	12 35	9 20		8 46
		5.5								
20	10.4	TB..... MANDY.....	8 36			2 26	12 46	9 31		8 58
		2.4								
64	12.8	TB..... PARKBURG.....W	8 39			2 31	12 51	9 39 ³²		9 04
		3.8								
17	16.6	TB..... DEANBURG.....	8 44			2 40	12 59	9 47		9 14
		4.9								
48	21.5	TB..... SILENTON.....	8 53			2 52	1 09	9 57		9 24
		6.4								
110	27.9	TB..... HOOPER.....	9 03 ³²			3 05	1 23	10 11		9 40
		2.3								
40	30.2	D..... HORNSBY.....	9 07			3 09	1 28	10 16		9 48
		4.0								
3	34.2	TB..... SERLES.....W	9 13			3 17	1 36	10 24		9 57
		4.2								
23	38.4	TB..... LACY.....	9 19			3 25	1 45	10 33		10 06
		3.8								
80	42.2	DN..... MIDDLETON.....X	9 28			3 33	2 00	10 48		10 14
		5.0								
13	47.2	TB..... BROWNFIELD.....	9 35			3 43	2 12	10 58		10 26
		3.1								
26	50.3	D..... WALNUT.....	9 41			3 49	2 19	11 04		10 33
		1.9								
58	52.2	TB..... HOGAN.....W	9 44			3 54 ³⁸	2 27 ⁹⁵	11 15		10 37
		1.8								
12	54.0	TB..... TIPLERSVILLE.....	9 47			3 58	2 35	11 23		10 41
		4.1								
70	58.1	D..... FALKNER.....	9 54			4 06	2 43	11 31		10 50
		6.0								
90	64.1	TB..... CAMPBELL.....	10 02			4 18	2 56 ⁶⁰	11 43		11 03
		2.3								
55	66.4	DN..... RIPLEY.....	10 08			4 23	3 05	11 50		11 09
		5.6								
72	72.0	TB..... LOWREY.....W	10 16			4 34	3 16	12 02 ^{AM}		11 30
		0.6								
17	72.6	D..... BLUE MOUNTAIN.....	10 18			4 35	3 18	12 04		11 35
		5.0								
48	77.6	TB..... COTTON PLANT.....	10 25			4 46	3 29	12 14		11 47
		7.6								
YARD	85.2	DN..... NEW ALBANY.....X	A 10 35 PM			5 01	3 45	12 35		12 05 PM
		0.7								
YARD	85.9	..... RELAY YARD.....WTS				A 5 05 AM	A 3 50 PM	A 12 40 AM		A 12 10 PM
			Daily			Daily	Daily	Daily		Except Sunday

TENNESSEE DIVISION—NEW ALBANY DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE No. 4 January 16, 1943		FIRST CLASS			SECOND CLASS			THIRD CLASS	
					2			38	40	32		98
					<i>Rebel</i> Mail and Express			Through Freight	Through Freight	Fast Freight		Freight
								Daily	Daily	Daily		Except Sunday
YARD	386	410.8	DN	JACKSON	A 8 15 AM							
		1.8										
YARD	384	408.4	DN	ISELIN WCYSX	8 07			A 6 00 AM	A 5 30 PM	A 10 20 PM		A 4 45 PM
		0.9										
	383	408.1	TB	ISELIN JUNCTION	8 08			5 55	5 25	10 15		4 40
		2.2										
YARD	G-406	405.9	TB	BEMIS X	7 57			5 40	5 10	9 56		4 26
		5.5										
20	G-400	400.4	TB	MANDY	7 49			5 29	4 59	9 45		4 14
		2.4										
64	G-398	398.0	TB	PARKBURG W	7 45			5 24	4 54	9 39 41		4 08
		3.8										
17	G-394	394.2	TB	DEANBURG	7 40			5 18	4 48	9 31		4 00
		4.9										
48	G-389	389.3	TB	SILKTON	7 32			5 08	4 38	9 21		3 50
		6.4										
110	G-383	382.9	TB	HOOPER	7 22			4 52	4 22	9 03 1		3 35
		2.3										
40	G-381	380.6	D	HORNBY	7 18			4 47	4 17	8 53		3 30
		4.0										
3	G-377	376.6	TB	SERLES W	7 10			4 39	4 09	8 46		3 20
		4.2										
23	G-372	372.4	TB	LACY	7 04			4 30	4 00	8 39		3 10
		3.8										
80	G-369	368.6	DN	MIDDLETON X	6 57			4 20	3 50	8 32		3 00
		5.0										
13	G-364	363.6	TB	BROWNFIELD	6 48			4 04	3 39	8 21		2 45
		3.1										
26	G-360	360.5	D	WALNUT	6 43			3 58	3 33	8 15		2 37
		1.9										
58	G-359	358.6	TB	HOGAN W	6 39			3 54 33	3 29	8 11		2 27 37
		1.8										
12	G-357	356.8	TB	TIPLERSVILLE	6 37			3 41	3 16	8 07		2 15
		4.1										
70	G-353	352.7	D	FALKNER	6 30			3 33	3 08	7 59		2 07
		6.0										
90	G-347	346.7	TB	CAMPBELL	6 21			3 21	2 56 37	7 47		1 55
		2.3										
55	G-344	344.4	DN	RIPLEY	6 18			3 15	2 50	7 42		1 50
		5.6										
72	G-339	338.8	TB	LOWREY W	6 08			3 03	2 38	7 31		1 35
		0.6										
17	G-338	338.2	D	BLUE MOUNTAIN	6 07			3 01	2 36	7 29		1 33
		5.0										
48	G-333	333.2	TB	COTTON PLANT	5 59			2 51	2 26	7 19		1 20
		7.6										
YARD	G-326	325.6	DN	NEW ALBANY XL	5 47 AM			2 35	2 10	7 05		1 05
		0.7										
YARD	G-325	324.9		RELAY YARD WTS				L 2 30 AM	L 2 05 PM	L 7 00 PM		L 1 00 PM
					Daily			Daily	Daily	Daily		Except Sunday

TENNESSEE DIVISION—HOUSTON DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 4 January 16, 1943	FIRST CLASS			SECOND CLASS			THIRD CLASS	
			1			41	33	37		99
			<i>Rebel</i> Mail and Express			Through Freight	Fast Freight	Through Freight		Freight
		STATIONS	Daily		Daily	Daily	Daily		Except Sunday	
YARD	85.2	DN.....NEW ALBANY.....X	L 11 00 PM							
		0.7								
YARD	85.9	.....RELAY YARD.....WTS	11 02		L 1 40 AM	L 5 34 AM	L 4 30 PM		L 1 20 PM
		5.8								
110	91.7	TB.....INGOMAR.....	11 12		2 03 ³⁸	5 50 ²	4 44		1 41 ⁴⁰	
		4.5								
42	96.2	D.....ECRU.....	11 20		2 15	6 00	4 53		1 51	
		6.7								
110	102.9	TB.....NORTH JCT.....	11 30		2 30	6 15	5 07		2 05	
		1.1								
15	104.0	DN.....PONTOTOC.....	11 35		2 33	6 18	5 10		2 20	
		2.3								
105	106.3	TB.....GRAY.....CW	11 39		3 00	6 38	5 56 ³²		2 45	
		3.3								
32	109.6	TB.....ALGOMA.....	11 44		3 07	6 45	6 05		2 52	
		9.4								
75	119.0	D.....HOULKA.....	11 58		3 25	7 03	6 24		3 20	
		8.2								
70	127.2	TB.....OAKS.....	12 10 AM		3 40	7 18	6 41		3 35	
		1.7								
35	128.9	DN.....HOUSTON.....	12 15 ³⁵		3 43	7 21	6 45		3 40	
		8.7								
72	137.6	TB.....WOODLAND.....	12 28		4 04 ²	7 38	7 02		4 00	
		3.2								
31	140.8	D.....MANTEE.....W	12 34		4 11	7 44	7 09		4 10	
		4.4								
95	145.2	TB.....DANCY.....	12 40		4 20	7 54	7 18		4 20 ³²	
		3.6								
17	148.8	TB.....CUMBERLAND.....	12 45		4 26	8 02	7 26		4 35	
		4.5								
32	153.3	TB.....MABEN.....	12 52		4 35	8 11	7 35		4 50	
		2.3								
68	155.6	DN.....MATHISTON.....WX	12 58		4 45	8 16	7 50		5 00	
		3.6								
40	159.2	TB.....SHERWOOD.....	1 04		4 52	8 23 ⁹⁸	7 59		5 10	
		3.9								
41	163.1	TB.....REFORM.....	1 10		5 00	8 31	8 07		5 20	
		3.8								
43	166.9	TB.....WILLIAMS.....	1 17		5 12	8 42	8 19		5 30	
		5.2								
106	172.1	D.....ACKERMAN.....WX	1 27		5 25	8 53	8 31		5 40	
		4.6								
19	176.7	TB.....TOLLESON.....	1 37		5 34	9 05	8 41		5 50	
		5.9								
77	182.6	TB.....HIGH POINT.....	1 45		5 46	9 17	8 53		6 05	
		2.5								
17	185.1	.....McMILLAN.....	1 49		5 51	9 22 ⁴⁰	8 58		6 10
		5.0								
YARD	190.1	DN.....LOUISVILLE.....WCTS	A 2 00 AM		A 6 05 AM	A 9 35 AM	A 9 20 PM		A 6 25 PM	
			Daily		Daily	Daily	Daily		Except Sunday	

TENNESSEE DIVISION—HOUSTON DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE No. 4 January 16, 1943		FIRST CLASS		SECOND CLASS			THIRD CLASS	
					2		40	32	38		98
					<i>Rebel</i> Mail and Express		Through Freight	Fast Freight	Through Freight		Freight
			STATIONS	Daily		Daily	Daily	Daily		Except Sunday	
YARD	G-326	325.6	DN.....	NEW ALBANY.....X	A 5 37 AM						
				0.7							
YARD	G-325	324.9	.....	RELAY YARD.....WTR	5 34 33		A 1 55 PM	A 6 40 PM	A 2 20 AM		A 11 35 AM
				5.8							
110	G-319	319.1	TB.....	INGOMAR.....	5 24		1 41 90	6 26	2 03 41		11 00
				4.5							
42	G-315	314.6	D.....	ECRU.....	5 17		1 32	6 17	1 54		10 44
				6.7							
110	G-308	307.9	TB.....	NORTH JCT.....	5 07		1 18	6 04	1 40		10 28
				1.1							
15	G-307	306.8	DN.....	PONTOTOC.....	5 05		1 15	6 01	1 37		10 25
				2.3							
105	G-305	304.5	TB.....	GRAY.....CW	4 58		1 10	5 56 37	1 30		10 15
				3.3							
32	G-301	301.2	TB.....	ALGOMA.....	4 53		12 40	5 28	12 47		10 08
				9.4							
75	G-292	291.8	D.....	HOULKA.....	4 38		12 21	5 10	12 28		9 49
				8.2							
70	G-294	283.6	TB.....	OAKS.....	4 23		12 05	4 54	12 10 AM		9 29
				1.7							
35	G-282	281.9	DN.....	HOUSTON.....	4 21		12 02 PM	4 51	11 58		9 26
				8.7							
72	G-273	273.2	TB.....	WOODLAND.....	4 04 41		11 44	4 35	11 40		9 08
				3.2							
31	G-270	270.0	D.....	MANTEE.....W	3 59		11 38	4 29	11 34		9 01
				4.4							
95	G-266	265.6	TB.....	DANCY.....	3 52		11 29	4 20 90	11 24		8 52
				3.6							
17	G-262	262.0	TB.....	CUMBERLAND.....	3 47		11 20	4 13	11 15		8 45
				4.5							
32	G-258	257.5	TB.....	MABEN.....	3 40		11 10	4 04	11 05		8 36
				2.2							
68	G-255	255.2	DN.....	MATHISTON.....WX	3 36		11 05	3 59	11 00		8 31
				3.6							
40	G-252	251.6	TB.....	SHERWOOD.....	3 27		10 52	3 47	10 48		8 23 33
				3.9							
41	G-248	247.7	TB.....	REFORM.....	3 21		10 43	3 38	10 38		8 05
				3.8							
43	G-244	243.9	TB.....	WILLIAMS.....	3 15		10 33	3 28	10 28		7 57
				5.2							
105	G-239	238.7	D.....	ACKERMAN.....WX	3 06		10 22	3 17	10 17		7 47
				4.6							
19	G-234	234.1	TB.....	TOLLISON.....	2 54		10 07	3 02	10 02		7 27
				5.9							
77	G-228	228.2	TB.....	HIGH POINT.....	2 44		9 55	2 50	9 50		7 15
				2.5							
17	G-226	225.7	.....	McMILLAN.....	2 40		9 50	2 45	9 45		7 10
				5.0							
YARD	G-221	220.7	DN.....	LOUISVILLE.....WCTR	L 2 30 AM		L 9 35 AM	L 2 30 PM	L 9 30 PM		L 7 00 AM
					Daily		Daily	Daily	Daily		Except Sunday

ALABAMA DIVISION—PEARL RIVER DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 4 January 16, 1943	FIRST CLASS			SECOND CLASS			THIRD CLASS	
			1			41	33	37	91	93
			<i>Rebel</i> Mail and Express			Through Freight	Fast Freight	Through Freight	Freight	Freight
	STATIONS	Daily			Daily	Daily	Daily	Daily	Except Sunday	
YARD	190.1	DN.....LOUISVILLE.....WCTR	L 2 10 AM			L 8 00 AM	L 11 10 AM	L 11 00 PM		L 9 15 AM ⁶⁰
		5.1								
46	195.2	TB.....ROSS.....	2 19			8 15	11 20	11 15		9 30
		3.8								
65	199.0	D.....NOXAPATER.....	2 25			8 23	11 30 ³²	11 23		9 55
		5.7								
94	204.7	TB.....STALLO.....	2 33			8 40 ⁴⁰	11 50	11 35		10 10
		4.7								
72	209.4	TB.....BURNSIDE.....W	2 38			8 50	12 15 ^{PM}	11 45		10 25
		5.9								
104	215.3	DN.....PHILADELPHIA.....	2 51			9 05	12 30 ⁰⁴	12 01 AM		10 51 ³²
		1.8								
18	217.1	.....DEEMER.....	2 54			9 09	12 33	12 06		11 00
		6.4								
120	223.5	TB.....McDONALD.....W	3 02			9 22	12 45	12 18		11 15
		4.7								
72	228.2	TB.....HILL TRACK.....	3 09			9 31	12 54	12 30		11 30
		1.8								
YARD	230.0	DN.....UNION.....WYS	A 3 12 L 3 28			A 9 35 AM L 1 05	A 1 00 L 1 05	A 12 35 L 12 52	L 12 30 PM	A 11 35 AM ⁰⁴
		0.5								
	230.5	TB.....UNION SHOPS.....	3 33							
		7.0								
15	237.5	TB.....NEVILLE.....	3 43				1 20	1 07	12 46	
		2.3								
83	239.8	TB.....KITCHENER.....	3 46				1 25	1 12	12 51	
		2.9								
24	242.7	D.....SEBASTOPOL.....	3 52				1 31	1 18	12 58	
		7.5								
100	250.2	TB.....EXLEY.....	4 02				1 45	1 33	1 12	
		1.7								
31	251.9	D.....WALNUT GROVE.....	4 06				1 49	1 36	1 20	
		5.0								
17	256.9	TB.....TUSCOLA.....	4 14				2 00	1 46	1 30	
		3.1								
71	260.0	TB.....SPROLES.....	4 18				2 06	1 52	1 36	
		2.1								
25	262.1	DN.....LENA.....W	4 23				2 10	1 56	1 43	
		6.9								
100	269.0	TB.....LUDLOW.....	4 34				2 25	2 13	1 57	
		8.4								
85	277.4	TB.....GUY.....	4 44				2 40	2 30	2 12	
		2.9								
	280.3	D.....KOCH.....N	4 49				2 45	2 36	2 22	
		2.3								
18	282.6	TB.....GOSHEN SPRINGS.....	4 54				2 50	2 41	2 28	
		6.3								
21	285.9	TB.....FANNIN.....	5 05				3 01	2 54	2 43	
		2.2								
93	291.1	TB.....GEORGE.....W	5 08				3 12	2 58	2 48	
		5.6								
11	296.7	.....LUCKNEY.....	5 15				3 24	3 10	2 59	
		2.3								
82	299.0	TB.....WELLS.....	5 19				3 30 ³⁵	3 15	3 05	
		2.6								
	301.6	.....PEARL RIVER.....	5 23				3 40	3 20	3 12	
		1.4								
YARD	303.0	D.....CAPITOL YARD.....CWSY	5 26				A 3 45 PM A 3 25 AM	A 3 20 PM ³⁵		
		0.9								
YARD	303.9	.....JACKSON MISS.....	A 5 30 AM							
			Daily			Daily	Daily	Daily	Daily	Except Sunday
YARD	400.1	.....NEW ORLEANS.....	A 10 59 AM				A 3 00 AM A 4 30 PM			

ALL TRAINS MUST RECEIVE CLEARANCE CARD FORM 01 BEFORE LEAVING UNION

ALABAMA DIVISION—PEARL RIVER DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Jackson, Miss.	TIME TABLE No. 4 January 16, 1943 STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				2		40	32	38	90	94
				<i>Rebel</i> Mail and Express		Through Freight	Fast Freight	Through Freight	Freight	Freight
				Daily		Daily	Daily	Daily	Daily	Except Sunday
YARD	G-221	113.8	DN.....LOUISVILLE.....WCTS	A 2 10 AM		A 9 15 AM	A 11 55 AM	A 8 15 PM		A 2 00 PM
			5.1							
48	G-216	108.7	TB.....ROSS.....	1 50		9 00	11 38	8 00		1 45
			3.8							
65	G-212	104.9	D.....NOXAPATER.....	1 54		8 53	11 30 ³³	7 53		1 32
			5.7							
94	G-206	99.2	TB.....STALLO.....	1 46		8 40 ⁴¹	11 15	7 41		1 15
			4.7							
72	G-201	94.5	TB.....BURNSIDE.....W	1 40		8 29	11 03	7 26		12 56
			5.9							
104	G-196	88.6	DN.....PHILADELPHIA.....	1 32		8 16	10 51 ⁹³	7 13		12 30 ³³
			1.8							
18	G-194	86.8	.....DEEMER.....	1 24		8 13	10 48	7 08		12 10 PM
			6.4							
120	G-187	80.4	TB.....McDONALD.....W	1 17		8 00	10 35	6 55		11 58
			4.7							
72	G-183	75.7	TB.....HILL TRACK.....	1 11		7 50	10 25	6 40		11 48
			1.8							
YARD	G-181	73.9	DN.....UNION.....WYS	L 1 08		L 7 45 AM	L 10 20 A	L 6 30 A		L 11 35 AM
			0.5				A 9 55	A 6 15		
		73.4	TB.....UNION SHOPS.....	12 47						
			7.0							
15	A 8	66.4	TB.....NEVILLE.....	12 36			9 35	5 57		9 11
			2.3							
83	A10	64.1	TB.....KITCHENER.....	12 33			9 30	5 50		9 06
			2.9							
24	A13	61.2	D.....SEBASTOPOL.....	12 29			9 24	5 30		9 00
			7.5							
100	A20	53.7	TB.....EXLEY.....	12 17			9 08	5 14		8 40
			1.7							
31	A22	52.0	D.....WALNUT GROVE.....	12 15			9 05	5 11		8 35
			5.0							
17	A27	47.0	TB.....TUSCOLA.....	12 05			8 55	5 01		8 15
			3.1							
71	A30	43.9	TB.....SPROLES.....	12 01 AM			8 49	4 55		8 10
			2.1							
25	A32	41.8	DN.....LENA.....W	11 58			8 42	4 47		8 00
			6.9							
100	A39	34.9	TB.....LUDLOW.....	11 47			8 27	4 31		7 40
			8.4							
85	A47	26.5	TB.....GUY.....	11 35			8 12	4 16		7 16
			2.9							
	A50	23.6	D.....KOCH.....X	11 31			8 05	4 10		7 10
			2.3							
18	A53	21.3	TB.....GOSHEN SPRINGS.....	11 26			7 59	4 04		6 56
			6.3							
21	A59	15.0	TB.....FANNIN.....	11 17			7 46	3 51		6 45
			2.2							
93	A61	12.8	TB.....GEORGE.....W	11 12			7 41	3 46		6 40
			5.6							
11	A67	7.2	.....LUCKNEY.....	11 05			7 30	3 35		6 31
			2.3							
82	A69	4.0	TB.....WELLS.....	11 01			7 25	3 30 ³³		6 26
			2.6							
	A72	2.3	.....PEARL RIVER.....	10 57			7 20	3 25		6 20
			1.4							
YARD	A73	0.0	D.....CAPITOL YARD.....CWSY	10 54			L 7 15 AM	L 3 20 PM		L 6 15 AM
			0.9							
YARD	A74	0.0	.....JACKSON MISS.....	L 10 50 PM						
				Daily		Daily	Daily	Daily		Except Sunday
YARD	N-O	186.0	.....NEW ORLEANS.....	L 6 00 PM			L 10 30 PM	L 6 30 AM		

ALL TRAINS MUST RECEIVE CLEARANCE CARD FORM 01 BEFORE LEAVING UNION

ALABAMA DIVISION—LOUISVILLE DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 4 January 16, 1943				SECOND CLASS		THIRD CLASS	
		STATIONS				41			193
						Fast Freight			Freight
				Daily				Except Sunday	
YARD	230.0	DN.....	UNION.....	SWY			L 1 15 PM		L 1 30 PM
			5.2						
40	235.2	TB.....	STRATTON.....	W			1 27		1 45
			4.6						
16	239.8	D.....	DECATUR.....				1 37		1 55
			1.6						
60	241.4	TB.....	JEFF.....				1 40		2 00
			7.5						
90	248.9	D.....	NEWTON.....	WSX			2 05		2 30
			8.0						
60	256.9	TB.....	ROBERTS.....				2 30		2 50
			7.3						
43	264.2	TB.....	MONTROSE.....				2 47		3 15
			4.2						
70	268.4	D.....	LOUIN.....	W			3 05		3 30
			7.0						
36	275.4	D.....	BAY SPRINGS.....				3 20		4 00
			8.4						
65	283.8	TB.....	STRINGER.....				3 49		4 20
			6.5						
35	290.3	TB.....	MOSSVILLE.....				4 10		4 35
			9.7						
YARD	300.0	DN.....	LAUREL.....	WCSTX			A 4 40 PM		A 5 00 PM
							Daily		Except Sunday

ALL TRAINS MUST RECEIVE CLEARANCE CARD FORM 01 BEFORE LEAVING UNION

ALABAMA DIVISION—LOUISVILLE DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE No. 4 January 16, 1943				SECOND CLASS		THIRD CLASS	
			STATIONS				40			194
							Fast Freight			Freight
			Daily			Except Sunday				
YARD	G-181	180.8	DN.....	UNION.....	SWY	A	7 30 AM		A 10 45 AM	
				5.2						
40	G-176	175.6	TB.....	STRATTON.....	W		7 18		10 25	
				4.6						
16	G-171	171.0	D.....	DECATUR.....			7 08		10 10	
				1.6						
90	G-169	169.4	TB.....	JEFF.....			7 05		9 55	
				7.5						
90	G-162	161.9	D.....	NEWTON.....	WSX		6 45		9 40	
				8.0						
60	G-154	153.9	TB.....	ROBERTS.....			6 25		8 50	
				7.3						
43	G-147	146.6	TB.....	MONTROSE.....			6 10		8 30	
				4.2						
70	G-142	142.4	D.....	LOUIN.....	W		5 55		8 03	
				7.0						
36	G-135	135.4	D.....	BAY SPRINGS.....			5 32		7 25	
				8.4						
65	G-127	127.0	TB.....	STRINGER.....			5 18		6 50	
				6.5						
35	G-121	120.5	TB.....	MOSSVILLE.....			5 00		6 30	
				9.7						
YARD	G-111	110.8	DN.....	LAUREL.....	WCSTX	L	4 30 AM		L 6 05 AM	
							Daily		Except Sunday	

ALL TRAINS MUST RECEIVE CLEARANCE CARD FORM 01 BEFORE LEAVING UNION

ALABAMA DIVISION—LAUREL DISTRICT—Southward

Sliding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 4 January 16, 1943		SECOND CLASS			
		STATIONS		41			
				Through Freight		Daily	
YARD	300.0	DN.....	LAUREL.....WCXST	L 8 25 PM			
			8.5				
46	308.5	TB.....	LANHAM.....	8 45			
			8.6				
28	317.1	TB.....	OVETT.....	9 05			
			8.2				
30	322.3	TB.....	RHODES.....	9 21			
			6.7				
35	329.0	D.....	RIGHTON.....	9 40			
			6.1				
29	335.1	TB.....	HINTONVILLE.....	9 54			
			6.6				
YARD	341.7	DN.....	BEAUMONT.....WY	10 30			
			7.4				
YARD	349.1	TB.....	McLAIN.....	10 50			
			8.7				
20	354.8	TB.....	LEAF.....	11 05			
			6.3				
15	361.1	TB.....	MERRILL.....				
			1.1				
88	362.2	TB.....	CLOY.....	11 30 AM			
			2.2				
20	364.4	TB.....	BEXLEY.....	11 40			
			6.7				
23	371.1	D.....	LUCEDALE.....	12 05 PM			
			1.9				
30	373.0	N.....	EVANSTON.....	12 30			
			6.1				
64	379.1	TB.....	SHIPMAN.....W	1 05			
			8.3				
12	387.4	TB.....	WILMER.....W	1 50			
			7.0				
100	394.4	TB.....	SEMMES.....	2 15			
			5.1				
53	399.5	TB.....	ORCHARD.....	2 30			
			5.0				
YARD	404.5	TB.....	BELT JUNCTION.....				
			1.3				
22	405.8		TACON.....	2 50			
			1.4				
	407.2		GOVERNMENT ST.....				
			2.6				
YARD	409.8	DN.....	CONCEPTION ST.....WCSXYT	A 3 15 PM			
			1.0				
YARD	410.8		MOBILE.....				
				Daily			

ALABAMA DIVISION—LAUREL DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE		SECOND CLASS						
			No. 4		40						
			January 16, 1943		Through Freight						
STATIONS			Daily								
YARD	G-111	110.8	DN.....	LAUREL.....	WCXST.	A 3 00	PM				
				8.5							
46	G-102	102.3	TB.....	LANHAM.....		2 20					
				8.6							
28	G- 94	93.7	TB.....	OVETT.....		2 00					
				8.2							
30	G- 89	88.5	TB.....	RHODES.....		1 50					
				6.7							
35	G- 82	81.8	D.....	RIGHTON.....		1 35					
				6.1							
29	G- 76	75.7	TB.....	HINTONVILLE.....		1 21					
				6.6							
YARD	G- 69	69.1	DN.....	BEAUMONT.....	WY	1 00					
				7.4							
YARD	G- 62	61.7	TB.....	McLAIN.....		12 20	PM				
				5.7							
20	G- 56	56.0	TB.....	LEAF.....		11 50					
				6.3							
15	G- 50	49.7	TB.....	MERRILL.....							
				1.1							
88	G- 49	48.6	TB.....	CLOY.....		11 30	AM				
				2.2							
20	G- 45	46.4	TB.....	BEXLEY.....		10 55					
				6.7							
22	G- 40	39.7	D.....	LUCEDALE.....		10 35					
				1.9							
30	G- 38	37.8	N.....	EVANSTON.....		10 30					
				6.1							
64	G- 32	31.7	TB.....	SHIPMAN.....	W	9 37					
				8.3							
12	G- 23	23.4	TB.....	WILMER.....	W	9 10					
				7.0							
100	G- 16	16.4	TB.....	SEMMES.....		8 55					
				5.1							
83	G- 11	11.3	TB.....	ORCHARD.....		8 45					
				5.0							
YARD	G- 6	6.3	TB.....	BELT JUNCTION.....							
				1.3							
22	G- 5	5.0		TACON.....		8 30					
				1.4							
	G- 4	3.6		GOVERNMENT ST.....							
				2.6							
YARD	G- 1	1.0	DN.....	CONCEPTION ST.....	WCXYYT	L 8 15	PM				
				1.0							
YARD	G- 0	0.0		MOBILE.....							
						Daily					

SPECIAL INSTRUCTIONS

1. ALL TRAINS MUST RECEIVE CLEARANCE CARD FORM 01 BEFORE LEAVING UNION—

2. Northward trains are superior to trains of the same class in opposite direction.

3. B&HS trains using GM&O main line Beaumont will be governed by GM&O Rules and Regulations while in yard limits.

4. Freight trains double-heading will cut off one engine before passing over Pascagoula River Bridge G-50.2, Leaf River Bridge G-70-1, Forked Deer River W-41.2.

5. Cross-over Switch at Philadelphia will be known and used as the North Passing Track Switch.

Cross over switch at Middleton will be known and used as the North Passing Track Switch.

6. Train Registers:

Dyersburg	Louisville	Conception St.
Jackson, Tenn.	Union	Capitol Yard
Iselin	Meridian	Jackson, Miss.
	Laurel	

First class trains may register by ticket at Iselin and Capitol Yard except when signals are carried.

7. Yards:

Bells	Philadelphia	Beaumont
Dyersburg	Union	Evanston
Jackson, Tenn.-Bemis	Newton	Mobile
Middleton	Laurel	Capitol Yard—Jackson, Miss.
New Albany	Richton	
Mathiston		
Louisville		

Jackson, Tenn. Yard Limits extend from Iselin Junction to Yard Limit Board South of Bemis and from Bemis to Yard Limit Board North of Poplar Street.

FIRST CLASS TRAINS WILL MOVE BETWEEN THE FOLLOWING POINTS PREPARED TO STOP, UNLESS THE MAIN TRACK IS SEEN OR KNOWN TO BE CLEAR:

- WITHIN YARD LIMITS AT UNION.
- BETWEEN SOUTH LEAD SWITCH AT LOUISVILLE AND BRIDGE G-321.0.
- BETWEEN SOUTH LEAD SWITCH RELAY YARD AND ISLF CROSSING.
- BETWEEN WATER WORKS SPUR, CAPITOL YARD AND JACKSON, MISS.

8. CONDITIONAL STOPS. Nos. 1 and 2 will stop on signal at Horse Shoe. Nos. 401 and 402 will stop on signal at Brittain, Bishop, Pearsons and Experiment Station.

9. Railroad Crossings: Governed by Rule 98.

Interlocked:

Middleton	.....	Sou. Ry.
Laurel	.....	N. O. & N. E. R. R.
Mobile	.....	L. & N. R. R.

Not Interlocked:

Bells	.....	L. & N. R. R.
Jackson, Tennessee	.....	N. C. & St. L. R. R.
Bemis	.....	L. C. R. R.
New Albany	.....	S. L. S. F. R. R.
Mathiston	.....	C. & G. Ry.
Ackerman	.....	L. C. R. R.
Newton	.....	Y. & M. V. R. R.

Gates:

Laurel	.....	G. & S. I. R. R.
Koch Mile A-50.3	.....	C. & C. R. R.

10. Water Stations: Emergency Water Stations

Dyersburg	McDonald	Parkburg
Bells	Union	Ackerman
Jackson, Tenn.	Newton	Burnside
Series	Louin	Stratton
Hogan	Laurel	Blodgett
Lowrey	Beaumont	Wilmer
Relay Yard	Shipman	George
Gray	Mobile	
Mantoe	Meridian	
Mathiston	Lena	
Louisville	Capitol Yard	

Engines of double headers will be detached when taking water at all water tanks.

11. Coaling Stations:

Iselin	Louisville	Mobile
Gray	Laurel	Capitol Yard
	Meridian	

12. Bulletin Boards.

Jackson, Tenn.	Meridian	Conception St.
Iselin	Laurel	Capitol Yard
New Albany	Laurel Mengel Co.	Jackson, Miss.
Louisville	Beaumont	
Union		

13. Standard Clocks:

Jackson, Tenn.	Union	Conception St.
Iselin	Meridian	Capitol Yard
New Albany	Laurel	Jackson, Miss.
Louisville	Beaumont	

14. Maximum Speed Restrictions.

Between Jackson, Tenn. and Jackson, Miss.	{	Diesel Electric	60 miles per hour.
		Gas Electric	55 miles per hour.
		Steam passenger	50 miles per hour.
		Freight straight track	40 miles per hour.
		Freight on curves	35 miles per hour.

Between Union and Mobile	{	Diesel Electric	50 miles per hour.
		Gas Electric	50 miles per hour.
		Steam passenger	45 miles per hour.
		Freight	30 miles per hour.

Dyersburg Branch.....	{	Passenger	30 miles per hour.
		Freight	20 miles per hour.

Meridian Branch	{	Passenger	45 miles per hour.
		Freight	30 miles per hour.

Exceptions—

- Passenger trains with 200 and 250 class engines....35 miles per hour.
- Passenger trains with engines 105 to 108, inc.....50 miles per hour.
- Passenger trains with engines 100 to 112, inc.....35 miles per hour.
- Passenger trains over protected railroad crossings...35 miles per hour.
- Freight trains over protected railroad crossings.....25 miles per hour.
- All trains with engines 500 to 508, inc.....35 miles per hour.
- Trains using turnouts not to exceed.....15 miles per hour.
- Trains passing through side tracks not to exceed....15 miles per hour.
- All Trains over Steel Bridge G-50.2 15 miles per hour.
- " " " Steel Bridge G-70.1.....15 miles per hour.
- " " " Trestle G-94.725 miles per hour.
- " " " Pearl River Bridge, Mile A-71.6....15 miles per hour.

Handling Loaded Hopper Bottom Cars.....	30 miles per hour.
" " Koppel Cars.....	25 miles per hour.

Steam Derricks boom trawling,

main line	20 miles per hour.
branches	15 miles per hour.

Pile Driver,

on straight track	20 miles per hour.
on curves	15 miles per hour.

200 and 250 class engines will not be used on the Dyersburg Branch.

SPECIAL INSTRUCTIONS—Continued

15. Warning—All employees are warned that it is dangerous to ride on tops or sides of cars, or to lean out from locomotives, tenders, or cars while passing such as platforms, coal houses, engine houses, freight houses, ice houses, storage houses, warehouses, mail cranes, stock pens, water tanks, water columns, nearby fences and telephone poles, crossing gates, cotton platforms, cottonseed houses, log derricks, piles of lumber, and similar buildings and structures.

All employees are further warned that it is dangerous to ride on tops or sides of cars while passing under overhead bridges, and structures as follows:

Mile G-404.1	Highway Bridge
Mile G-392.8	Highway Bridge
Mile G-377.0	Series Hatchie River
Mile G-361.0	Highway Bridge
Mile G-244.2	Highway Bridge
Mile G-239.0	Highway Bridge
Mile G-138.8	Highway Bridge
Mile G-121.2	Highway Bridge
Mile G-117.6	Highway Bridge
Mile G-111.5	Highway Bridge
Mile G- 70.1	Leaf River
Mile G- 50.2	Pascagoula River
Mile G- 44.0	Highway Bridge
Mile G- 39.5	Highway Bridge
Mile G- 27.6	Highway Bridge
Mile G- 16.7	Highway Bridge
Mile D- 31.7	Highway Bridge
Mile W- 41.2	Forked Deer River
Mile W- 17.4	Highway Bridge
Mile A- 1.6	Highway Bridge
Mile A- 71.6	Pearl River

16. Extract from Laws of Mississippi:—"It shall be unlawful to back a train of cars, or part of a train, or an engine, into or along a passenger depot, at a greater rate of speed than three miles per hour, and every such train, part of train or engine, backing into or along a passenger depot, and within fifty feet thereof, shall, for at least three hundred feet before it reaches or comes opposite to such depot, be preceded by a servant of the railroad company, on foot, not exceeding forty, nor under twenty feet in advance, to give warning."

"7894. (6667) Not to run at the rate of over six miles an hour in cities—Damages for.—Any railroad company having the right of way may run locomotives and cars by steam through cities, towns and villages, at the rate of six miles an hour and no more; the company shall be liable for any damages or injury which may be sustained by any one from such locomotive or cars whilst they are running at a greater speed than six miles an hour through any city, town or village. The railroad commission shall have power to fix and prescribe limits in cities, towns and villages in which railroad companies may run locomotives and cars by steam at a greater rate than six miles an hour, and whenever it shall have fixed and prescribed such limits in any city, town or village this section shall not thereafter apply to the running of cars and locomotives by steam within the same."

(Laws 1896, P. 76.)

17. BUSINESS TRACKS NOT SHOWN AS STATIONS ON FACE OF THIS TIME TABLE:

Station No.	NAME	Mile	Car Capacity	Opens
G-346	Howell.....	G-345.9	4	Double
G-197	Lester.....	G-197.2	7	North
G-195	Deweese.....	G-194.1	15	South
G-184	Neshoba.....	G-184.4	15	South
G-158	Bethel.....	G-158.5	7	North
G- 72	Kittrell.....	G- 71.7	3	South
G- 53	Avent.....	G- 53.4	3	North
G- 24	Warley.....	G- 24.0	30	Double
A- 18	Horse Shoe.....	A- 18.1	3	North
A- 45	Warren.....	A- 44.9	4	South
A- 49	Kings.....	A- 48.8	5	North

RATING OF LOCOMOTIVES OVER PRINCIPAL GRADES

Locomotive Number	560 to 568	100 to 185	540 to 551	105 to 112	202 to 210	250 to 265

SOUTHWARD

Jackson, Tenn. to New Albany		950	2000	1550	2000	2900
New Albany to Mathiston		800	1800	1400	1700	2500
Mathiston to Ackerman		800	1650	1350	1550	2250
Ackerman to Louisville		850	2000	1550	2000	2750
Louisville to Union	2800	1250	2600	2000	2400	4000
Union to Laurel		850	2000	1400	1800	2600
Union to Jackson, Miss.	3000	1500	2750	2250	3000	4000
Laurel to Shipman		950		1350	1850	
Shipman to Mobile		850		1300	1750	

NORTHWARD

Mobile to Cloy		850		1300	1700	
Cloy to Laurel		950		1650	2100	
Laurel to Union		850	2000	1400	1800	2600
Jackson, Miss. to Union	3000	1500	2750	2250	3000	4000
Union to Louisville	2800	1250	2600	2000	2400	4000
Louisville to New Albany		1100	2000	1550	2300	3000
New Albany to Falkner		850	1800	1300	1900	3000
Falkner to Jackson, Tenn.		1000	2500	1750	2400	3000

The above rating will be increased 25 per cent on 200 class engines with boosters applied.

SPECIAL INSTRUCTIONS—Continued

Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

When an engine is unable to handle rating, engineman must wire trainmaster, chief dispatcher and road foreman of engines, advising number of tons necessary to reduce and explain why necessary. Conductor shall fill out Form 580, which must be signed by conductor and engineman.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 19 sec.	45.57
0 " 37 "	97.30	1 " 20 "	45.00
0 " 38 "	94.74	1 " 21 "	44.44
0 " 39 "	92.31	1 " 22 "	43.90
0 " 40 "	90.00	1 " 23 "	43.37
0 " 41 "	87.80	1 " 24 "	42.86
0 " 42 "	85.71	1 " 25 "	42.35
0 " 43 "	83.72	1 " 26 "	41.86
0 " 44 "	81.82	1 " 27 "	41.38
0 " 45 "	80.00	1 " 28 "	40.91
0 " 46 "	78.26	1 " 29 "	40.45
0 " 47 "	76.60	1 " 30 "	40.00
0 " 48 "	75.00	1 " 31 "	39.56
0 " 49 "	73.47	1 " 32 "	39.13
0 " 50 "	72.00	1 " 33 "	38.71
0 " 51 "	70.59	1 " 34 "	38.30
0 " 52 "	69.23	1 " 35 "	37.89
0 " 53 "	67.92	1 " 36 "	37.50
0 " 54 "	66.67	1 " 37 "	37.11
0 " 55 "	65.45	1 " 38 "	36.73
0 " 56 "	64.29	1 " 39 "	36.36
0 " 57 "	63.16	1 " 40 "	36.00
0 " 58 "	62.07	1 " 41 "	35.64
0 " 59 "	61.02	1 " 42 "	35.29
1 " 0 "	60.00	1 " 43 "	34.95
1 " 1 "	59.02	1 " 44 "	34.62
1 " 2 "	58.06	1 " 45 "	34.29
1 " 3 "	57.14	1 " 46 "	33.96
1 " 4 "	56.25	1 " 47 "	33.64
1 " 5 "	55.38	1 " 48 "	33.33
1 " 6 "	54.55	1 " 49 "	33.03
1 " 7 "	53.73	1 " 50 "	32.73
1 " 8 "	52.94	1 " 51 "	32.43
1 " 9 "	52.17	1 " 52 "	32.14
1 " 10 "	51.43	1 " 53 "	31.86
1 " 11 "	50.70	1 " 54 "	31.58
1 " 12 "	50.00	1 " 55 "	31.30
1 " 13 "	49.31	1 " 56 "	31.03
1 " 14 "	48.65	1 " 57 "	30.77
1 " 15 "	48.00	1 " 58 "	30.51
1 " 16 "	47.37	1 " 59 "	30.25
1 " 17 "	46.75	2 " 0 "	30.00
1 " 18 "	46.15		

Conductors must know that their trains contain full tonnage over ruling grades and haul additional tonnage when instructed to do so.

When helpers are used, the tonnage rating should equal the combined ratings of the locomotives.

SPECIFICATIONS OF LOCOMOTIVES

Locomotive Numbers.	Type	Size of Cylinder	Steam Pressure	Tractive Power	Dia. of Drivers over Tires	Eng. Wgt. in working Order	Weight on Drivers
10	0-6-0	19x26	180	28160	51	132000	132000
13, 17 and 18	0-6-0	21x28	180	33750	56	158000	158000
40 to 62, inc.	0-6-0	21x28	190	39100	51	164000	164000
70	4-6-0	21x26	210	34000	61	185000	139000
71	4-6-0	20x26	225	29000	61	167000	122000
72	4-6-0	21x26	210	34000	61	187000	143800
90 and 92	2-10-0	25x28	180	51500	52	202500	176300
105 to 108, inc.	2-8-2	22x28	200	41000	56	196100	153200
109 to 112, inc.	2-8-2	22x28	200	41000	56	205800	160800
160	4-6-0	19x26	200	26200	61	146000	116000
172, 174, 179 and 185	4-6-0	19x26	200	28500	56	143300	113600
202 to 207, inc.	2-10-0	25x28	180	51500	52	202500	176300
208 to 210, inc.	2-10-0	25x28	180	64450	52	202500	176300
259 to 265, inc.	2-10-0	25x30	220	62700	56	254000	227000
509 to 592, inc.	2-8-2	24x28	210	45000	63	274000	191000
540 to 551, inc.	2-8-0	24x30	185	43130	63	220600	192800
560 to 568, inc.	4-6-2	25x28	200	46755	73	274640	164660
580 to 581, inc.	4-6-2	22x28	210	35700	68	213000	129000

*Equipped with Auxiliary Locomotives.

DIVISION OFFICERS

- J. J. HOEKSEMA, Superintendent Terminals—Mobile, Ala.
- J. T. LOVORN, Chief Yard Operation—Union, Miss.
- I. N. HERRINGTON, Terminal Train Master—Mobile, Ala.
- C. M. ELLIS, Train Master—Louisville, Miss.
- M. C. DOOLITTLE, Terminal Train Master—Louisville, Miss.
- R. K. BLACKWOOD, General Road Foreman—Mobile, Ala.
- W. S. BOYD, Road Foreman of Engines—Laurel, Miss.
- J. N. SANDERS, Road Foreman of Engines—Meridian, Miss.
- E. L. FUHRMANN, Train Master—Laurel, Miss.
- L. L. KELLER, Terminal Train Master—Laurel, Miss.
- O. C. VAUGHN, Chief Dispatcher—Laurel, Miss.
- W. E. CONNER, Dispatcher—Laurel, Miss.
- W. J. BUCKINGHAM, Dispatcher—Laurel, Miss.
- R. V. ROUSH, Dispatcher—Laurel, Miss.
- C. L. STANFORD, Extra Dispatcher—Laurel, Miss.
- J. R. CONERLY, Train Master—New Albany, Miss.
- L. A. CRUM, Dispatcher—New Albany, Miss.
- L. D. AUSTIN, Dispatcher—New Albany, Miss.
- W. C. McCOY, Dispatcher—New Albany, Miss.
- M. S. HORN, Dispatcher—New Albany, Miss.

WATCH INSPECTORS

OFFICIAL BUREAU—RAILROAD TIME SERVICE

- JOYCE JEWELRY CO. ————— Mobile, Ala.
- SARPHIE JEWELRY CO. ————— Hattiesburg, Miss.
- SCOTT JEWELRY AND OPTICAL CO. ————— Laurel, Miss.
- B. J. OSBORNE ————— Union, Miss.
- G. R. IVY ————— Louisville, Miss.
- GRAY DRUG CO. ————— New Albany, Miss.
- I. L. GRADY ————— Jackson, Tenn.
- MEYER & SCHAMBER JEWELRY CO. ————— Meridian, Miss.
- ALFRED BOURGEOIS ————— Jackson, Miss.

SAFETY PRECAUTIONS

Bear in mind that Eternal Vigilance is the price of SAFETY and that SAFETY must have first consideration in the operation of this property.

Rules are the result of past experiences. A wise man does not pit his judgment against them. Observe all rules and be safe.

The time to prevent an accident is before it occurs.

Conductors and engineers! be sure you understand your orders. Read them twice, and check Nos. against clearance.

Coal, loaded above the tender, is often a source of accident and contributes to waste.

Avoid starting injectors or opening cylinder cocks at stations, passing over highway bridges, or over bridges and other structures on which men are working.

Don't fail to ring bell or blow whistle at dangerous places.

Don't stand on end of a car without having a secure hold.

Don't sit on brake wheels of cars.

Don't stand close to pole when poling cars.

Don't go between cars to make a coupling.

Don't attempt to adjust couplers on moving cars.

Don't kick drawbars or open them with the feet.

Don't walk on frogs, switches, guard rails or interlocking machinery or connections.

Don't pull air hose apart with engine; it requires a 600 pound pull to part a charged coupling in this manner.

Don't cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around ash-pits or inspection pit tracks, until assured no one is working on or about them.

When using jacks under rails, place outside if possible.

Loose ties and rails should be kept six feet back from the tracks to give brakemen sufficient clearance.

Remove motor cars from track when they are not in use.

Stand back at a safe distance when cars pass to avoid being struck by protruding objects.

Agents and operators should note condition of trains as they pass their stations. This denotes efficiency.

Handle telephone receivers, during lightning storm, in such a manner as not to cause contact with any metallic substance.

Employees must not ride on the forward footboard of yard engines on long moves or transfers in yard and are forbidden to ride on pilots of locomotives between stations.

Trainmen and other employees having to do with switching of Rebel Coaches must bear in mind that there is no clearance afforded between the buffers and they must stand clear of the track when coupling this equipment.