

*W. Patterson*

# **Gulf, Mobile and Ohio R. R.**

---

**Alabama and Tennessee Divisions**

---

## **TIME TABLE No. 6**

**Taking Effect 12:01 A.M.**

**SUNDAY, JANUARY 13, 1952**

**Superseding Time Table No. 5**

**Dated Sunday, September 24, 1950**

---

**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  
R. B. McALPIN, Rules Director  
J. H. CURRIE, Superintendent  
W. R. MOORE, Superintendent**

TENNESSEE DIVISION—NEW ALBANY DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 6 January 13, 1952	FIRST CLASS			SECOND CLASS		
			1			33	37	41
			<i>The Rebel</i> Mail and Express			Fast Freight	Through Freight	Through Freight
			Daily			Daily	Daily	Daily
YARD	0.0	DN.....JACKSON.....	L 8 00 PM					
		2.3						
YARD	2.3	DN.....ISELIN.....WFYSX	8 06		L 1 00 AM	L 12 15 PM	L 8 30 PM	
		0.4						
	2.7	TB.....ISELIN JUNCTION.....	8 07		1 04	12 20	8 34	
		2.3						
YARD	5.0	TB.....BEMIS.....X	8 15		1 15	12 35	8 45	
		7.8						
64	12.8	TB.....PARKBURG.....	8 25		1 30	12 51	9 20 <sup>32</sup>	
		3.8						
17	16.6	TB.....DEANBURG.....	8 30		1 38	12 59	9 30	
		4.9						
48	21.5	TB.....SILERTON.....	8 37		1 48	1 09	9 42	
		6.4						
110	27.9	TB.....TODD.....	8 45 <sup>32</sup>		1 59	1 23	9 57	
		2.3						
40	30.2	D.....HORNSBY.....	8 52		2 04	1 28	10 03	
		4.0						
3	34.2	TB.....SERLES.....	8 57		2 12	1 36	10 10	
		4.2						
23	38.4	TB.....LACY.....	9 02		2 20	1 45	10 20	
		3.8						
65	42.2	DN.....MIDDLETON.....X	9 11		2 27	2 00	10 48	
		5.0						
13	47.2	TB.....BROWNFIELD.....	9 18		2 37	2 12	10 58	
		3.1						
26	50.3	D.....WALNUT.....	9 25		2 43	2 19	11 04	
		1.9						
58	52.2	TB.....HOGAN.....	9 28		2 47	2 27	11 15	
		1.8						
12	54.0	TB.....TIPLERSVILLE.....	9 32		2 51	2 35	11 23	
		4.1						
70	58.1	D.....FALKNER.....	9 40		2 58	2 43	11 31	
		6.0						
90	64.1	TB.....CAMPBELL.....	9 47		3 21 <sup>38</sup>	2 56 <sup>40</sup>	11 43	
		2.3						
12	66.4	D.....RIPLEY.....	9 56		3 27	3 05	11 50	
		5.6						
72	72.0	TB.....LOWREY.....	10 03		3 36	3 16	12 02 AM	
		0.6						
17	72.6	D.....BLUE MOUNTAIN.....	10 09		3 37	3 18	12 04	
		5.0						
48	77.6	TB.....COTTON PLANT.....	10 15		3 47	3 29	12 14	
		7.6						
YARD	85.2	DN.....NEW ALBANY.....X	A 10 25 PM		4 01	3 45	12 35	
		0.7						
YARD	85.9	.....RELAY YARD.....S			A 4 05 AM	A 3 50 PM	A 12 40 AM	
			Daily		Daily	Daily	Daily	

TENNESSEE DIVISION—NEW ALBANY DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE No. 6 January 13, 1952		FIRST CLASS		SECOND CLASS		
			STATIONS	2		38	40	32	
				<i>The Rebel</i> Mail and Express		Through Freight	Through Freight	Fast Freight	
				Daily		Daily	Daily	Daily	
YARD	386	410.9	DN..... JACSON..... 2.3	A 7 45 AM					
YARD	384	408.6	DN..... ISELIN..... WFYSX 0.4	7 37		A 6 00 AM	A 5 30 PM	A 10 00 PM	
	383	408.2	TB..... ISELIN JUNCTION..... 2.3	7 36		5 55	5 25	9 50	
YARD	G-406	405.9	TB..... BEMIS..... X 7.8	7 28		5 40	5 10	9 35	
64	G-398	398.0	TB..... PARKBURG..... 3.8	7 17		5 24	4 54	9 20 41	
17	G-394	394.2	TB..... DEANBURG..... 4.9	7 12		5 16	4 46	9 09	
48	G-389	389.3	TB..... SILERTON..... 6.4	7 05		5 06	4 36	8 59	
110	G-383	382.9	TB..... TODD..... 2.3	6 55		4 52	4 22	8 45 1	
40	G-381	380.6	D..... HORNSBY..... 4.0	6 50		4 47	4 17	8 22	
3	G-377	376.6	TB..... SERLES..... 4.2	6 43		4 39	4 09	8 14	
23	G-372	372.4	TB..... LACY..... 3.8	6 38		4 30	4 00	8 07	
65	G-369	368.6	DN..... MIDDLETON..... X 5.0	6 29		4 20	3 50	8 01	
13	G-364	363.6	TB..... BROWNFIELD..... 3.1	6 20		4 04	3 39	7 49	
26	G-360	360.5	D..... WALNUT..... 1.9	6 15		3 58	3 33	7 43	
58	G-359	358.6	TB..... HOGAN..... 1.8	6 09		3 54	3 29	7 39	
12	G-357	356.8	TB..... TIPLERSVILLE..... 4.1	6 06		3 41	3 16	7 35	
70	G-353	352.7	D..... FALKNER..... 6.0	5 59		3 33	3 08	7 29	
90	G-347	346.7	TB..... CAMPBELL..... 2.3	5 50		3 21 33	2 56 37	7 17	
12	G-344	344.4	D..... RIPLEY..... 5.6	5 46		3 15	2 50	7 12	
72	G-339	338.8	TB..... LOWREY..... 0.6	5 36		3 03	2 38	7 01	
17	G-338	338.2	D..... BLUE MOUNTAIN..... 5.0	5 35		3 01	2 36	6 59	
48	G-333	333.2	TB..... COTTON PLANT..... 7.6	5 26		2 51	2 26	6 49	
YARD	G-326	325.6	DN..... NEW ALBANY..... X 0.7	L 5 15 AM		2 35	2 10	6 35	
YARD	G-325	324.9	..... RELAY YARD..... S			L 2 30 AM	L 2 05 PM	L 6 30 PM	
				Daily		Daily	Daily	Daily	



TENNESSEE DIVISION—HOUSTON DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 6 January 13, 1952	FIRST CLASS			SECOND CLASS		
			1			41	33	37
			<i>The Rebel</i> Mail and Express			Through Freight	Fast Freight	Through Freight
	STATIONS	Daily			Daily	Daily	Daily	
YARD	85.2	DN.....NEW ALBANY.....X	L 10 50 PM					
		0.7						
YARD	85.9	.....RELAY YARD.....S	10 52		L 1 40 AM	L 4 25 AM	L 5 00 PM	
		5.8						
110	91.7	TB.....INGOMAR.....	11 00		2 03 38	4 50 2	5 25 32	
		4.5						
42	96.2	D.....ECRU.....S	11 07		2 13	5 00	5 35	
		6.7						
110	102.9	TB.....NORTH JCT.....	11 17		2 28	5 15	5 49	
		1.1						
15	104.0	D.....PONTOTOC.....S	11 25		2 31	5 18	5 52	
		2.3						
105	106.3	TB.....GRAY.....	11 29		2 36	5 23	5 57	
		3.3						
32	109.6	TB.....ALGOMA.....	11 33		2 43	5 29	6 05	
		9.4						
75	119.0	D.....HOULKA.....S	11 44		2 58	5 44	6 24	
		8.2						
70	127.2	TB.....OAKS.....	11 54		3 13	5 59	6 41	
		1.7						
35	128.9	DN.....HOUSTON.....S	12 01 AM		3 16	6 02	6 45	
		8.7						
72	137.6	TB.....WOODLAND.....f	12 11 38		3 37 2	6 17	7 02	
		3.2						
31	140.8	D.....MANTEE.....f	12 17		3 47	6 23	7 09	
		4.4						
95	145.2	TB.....DANCY.....	12 23		3 56	6 30	7 18	
		3.6						
17	148.8	TB.....CUMBERLAND.....	12 28		4 05	6 38	7 26	
		4.5						
10	153.3	TB.....MABEN.....f	12 34		4 14	6 47	7 35	
		2.3						
68	155.6	D.....MATHISTON.....X S	12 41		4 30	6 57	7 50	
		3.6						
40	159.2	TB.....SHERWOOD.....	12 46		4 37	7 04	7 59	
		3.9						
41	163.1	TB.....REFORM.....	12 51		4 45	7 12	8 07	
		9.0						
106	172.1	D.....ACKERMAN.....X S	1 09		5 10	7 32	8 31	
		10.5						
77	182.6	TB.....HIGH POINT.....	1 24		5 30	7 48	8 53	
		2.5						
17	185.1	.....McMILLAN.....	1 28		5 40	7 53	8 58	
		5.0						
YARD	190.1	DN.....LOUISVILLE.....WFTS A	1 40 AM		A 6 00 AM	A 8 10 AM	A 9 20 PM	
			Daily		Daily	Daily	Daily	

TENNESSEE DIVISION—HOUSTON DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE No. 6 January 13, 1952		FIRST CLASS			SECOND CLASS			
					2			40	32	38	
					<i>The Rebel</i> Mail and Express			Through Freight	Fast Freight	Through Freight	
STATIONS					Daily			Daily	Daily	Daily	
YARD	G-326	325.6	DN	NEW ALBANY	X A	5 05 AM					
				0.7							
YARD	G-325	324.9		RELAY YARD	S	5 00			A 1 30 PM	A 5 40 PM	A 2 20 AM
				5.8							
110	G-319	319.1	TB	INGOMAR		4 50 <sup>33</sup>			1 15	5 25 <sup>37</sup>	2 03 <sup>41</sup>
				4.5							
42	G-315	314.6	D	ECRU		4 43			1 07	5 16	1 38
				6.7							
110	G-308	307.9	TB	NORTH JCT.		4 34			12 54	5 03	1 24
				1.1							
15	G-307	306.8	D	PONTOTOC	S	4 32			12 51	5 01	1 20
				2.3							
105	G-305	304.5	TB	GRAY		4 24			12 46	4 56	1 13
				3.3							
32	G-301	301.2	TB	ALGOMA		4 20			12 40	4 49	1 06
				9.4							
75	G-292	291.8	D	HOULKA	S	4 09			12 21	4 30	12 48
				8.2							
70	G-284	283.6	TB	OAKS		3 58			12 05	4 13	12 32
				1.7							
35	G-282	281.9	DN	HOUSTON	S	3 55			12 02 PM	4 10	12 28
				8.7							
72	G-273	273.2	TB	WOODLAND	f	3 37 <sup>41</sup>			11 44	3 53	12 11 AM
				3.2							
31	G-270	270.0	D	MANTEE	f	3 32			11 38	3 47	11 48
				4.4							
95	G-266	265.6	TB	DANCY		3 25			11 29	3 38	11 39
				3.6							
17	G-262	262.0	TB	CUMBERLAND		3 20			11 20	3 30	11 30
				4.5							
10	G-258	257.5	TB	MABEN	f	3 14			11 10	3 21	11 20
				2.3							
68	G-255	255.2	D	MATHISTON	Xs	3 10			11 05	3 15	11 15
				3.6							
40	G-252	251.6	TB	SHERWOOD		3 02			10 52	3 07	10 58
				3.9							
41	G-248	247.7	TB	REFORM		2 57			10 43	2 59	10 48
				9.0							
106	G-239	238.7	D	ACKERMAN	Xs	2 45			10 22	2 40	10 27
				10.5							
77	G-228	228.2	TB	HIGH POINT		2 29			9 55	2 20	10 00
				2.5							
17	G-226	225.7		McMILLAN		2 25			9 50	2 15	9 55
				5.0							
YARD	G-221	220.7	DN	LOUISVILLE	WFTS L	2 15 AM			L 9 35 AM	L 2 00 PM	L 9 40 PM
						Daily			Daily	Daily	Daily

ALABAMA DIVISION—PEARL RIVER DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 6 January 13, 1952		FIRST CLASS			SECOND CLASS											
				1			41	33	37									
				<i>The Rebel</i> Mail and Express			Through Freight	Fast Freight	Through Freight									
STATIONS				Daily			Daily	Daily	Daily									
YARD	190.1	DN.....	LOUISVILLE.....	WFTS	L	2 00	AM		L	8 00	AM	L	10 10	AM	L	11 00	PM	
			8.9															
57	199.0	D.....	NOXAPATER.....		t	2 12				8 23			10 30			11 23		
			5.7															
80	204.7	TB.....	STALLO.....			2 20				8 40	40		10 50			11 35		
			4.7															
63	209.4	TB.....	BURNSIDE.....			2 26				8 50			11 00			11 45		
			5.9															
75	215.3	D.....	PHILADELPHIA.....		s	2 40				9 05			11 20			12 01	AM	
			1.8															
17	217.1	.....	DEEMER.....			2 45				9 09			11 25			12 05		
			6.4															
145	223.5	TB.....	McDONALD.....			2 53				9 22			11 37	32		12 18		
			4.7															
60	228.2	TB.....	HILL TRACK.....			2 59				9 31			11 46			12 30		
			1.8															
YARD	230.0	DN.....	UNION.....	YS	A	3 03				A	9 35	AM	A	11 55	PM	A	12 35	
			0.5		L	3 15							L	12 10		L	12 52	
			0.5															
15	237.5	TB.....	NEVILLE.....		t	3 29							12 25			1 07		
			2.3															
132	239.8	TB.....	KITCHENER.....		t	3 32							12 30			1 12		
			2.9															
24	242.7	D.....	SEBASTOPOL.....		s	3 38							12 36			1 18		
			7.5															
82	250.2	TB.....	EXLEY.....			3 47							12 50			1 33		
			1.7															
31	251.9	D.....	WALNUT GROVE.....		s	3 52							12 54			1 36		
			5.0															
17	256.9	TB.....	TUSCOLA.....		t	3 59							1 05			1 46		
			3.1															
61	260.0	TB.....	SPROLES.....			4 03							1 11			1 52		
			2.1															
25	262.1	D.....	LENA.....		s	4 08							1 15			1 56		
			6.9															
83	269.0	TB.....	LUDLOW.....		t	4 17							1 30			2 13		
			8.4															
77	277.4	TB.....	GUY.....			4 27							1 45			2 30		
			2.9															
	280.3	TB.....	KOCH.....	X	t	4 33							1 50			2 36		
			2.3															
18	282.6	TB.....	GOSHEN SPRINGS.....		t	4 38							1 55			2 41		
			6.3															
21	288.9	TB.....	FANNIN.....		t	4 47							2 06			2 54		
			2.2															
75	291.1	TB.....	GEORGE.....			4 50							2 11			2 58		
			5.6															
11	296.7	.....	LUCKNEY.....		t	4 56							2 22			3 10		
			2.3															
66	299.0	TB.....	WELLS.....			5 00							2 27			3 15		
			2.6															
	301.6	.....	PEARL RIVER.....			5 05							2 35			3 20		
			1.4															
YARD	303.0	D.....	CAPITOL YARD.....	FWSY		5 10							A	2 45	PM	A	3 25	AM
			0.9															
YARD	303.9	.....	JACKSON.....		A	5 15	AM											
			MISS.															
						Daily				Daily			Daily			Daily		
YARD	490.1	.....	NEW ORLEANS.....		A	11 00	AM						A	3 00	AM	A	4 30	PM

ALABAMA DIVISION—PEARL RIVER DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Jackson, Miss.	TIME TABLE		FIRST CLASS		SECOND CLASS						
			No. 6		2	40	32	38					
			January 13, 1952							The Rebel Mall and Express	Through Freight	Fast Freight	Through Freight
			STATIONS										
YARD	G-221	113.8	DN.....	LOUISVILLE..... WFTS	A 2 00 AM		A 9 15 AM	A 12 45 PM	A 8 15 PM				
				8.9									
57	G-212	104.9	D.....	NOXAPATER.....	f 1 41		8 53	12 25	7 53				
				5.7									
80	G-206	99.2	TB.....	STALLO.....	1 34		8 40 <sup>41</sup>	12 14	7 41				
				4.7									
63	G-201	94.5	TB.....	BURNSIDE.....	1 28		8 29	12 05 PM	7 26				
				5.9									
75	G-196	88.6	D.....	PHILADELPHIA.....	s 1 13		8 16	11 54	7 13				
				1.8									
17	G-194	86.8	.....	DEEMER.....	1 10		8 13	11 49	7 08				
				6.4									
145	G-187	80.4	TB.....	McDONALD.....	1 02		8 00	11 37 <sup>33</sup>	6 55				
				4.7									
60	G-183	75.7	TB.....	HILL TRACK.....	12 56		7 50	11 20	6 40				
				1.8									
YARD	G-181	73.9	DN.....	UNION..... YS	L 12 52 <sup>37</sup> A 12 39		L 7 45 AM	L 11 15 A 10 55	L 6 30 A 6 15				
				0.5									
		73.4	TB.....	UNION SHOPS.....	12 34								
				7.0									
15	A 8	66.4	TB.....	NEVILLE.....	f 12 25			10 34	5 57				
				2.3									
132	A10	64.1	TB.....	KITCHENER.....	f 12 22			10 29	5 50				
				2.9									
24	A13	61.2	D.....	SEBASTOPOL.....	s 12 18			10 23	5 30				
				7.5									
82	A20	53.7	TB.....	EXLEY.....	12 07			10 08	5 14				
				1.7									
31	A22	52.0	D.....	WALNUT GROVE.....	s 12 05 AM			10 04	5 11				
				5.0									
17	A27	47.0	TB.....	TUSCOLA.....	f 11 55			9 54	5 01				
				3.1									
61	A30	43.9	TB.....	SPROLES.....	11 50			9 48	4 55				
				2.1									
25	A32	41.8	D.....	LENA.....	s 11 47			9 44	4 47				
				6.9									
83	A39	34.9	TB.....	LUDLOW.....	f 11 36			9 30	4 31				
				8.4									
77	A47	26.5	TB.....	GUY.....	11 26			9 14	4 16				
				2.9									
	A50	23.6	TB.....	KOCH..... X	f 11 22			9 08	4 10				
				2.3									
18	A53	21.3	TB.....	GOSHEN SPRINGS.....	f 11 17			9 03	4 04				
				6.3									
21	A59	15.0	TB.....	FANNIN.....	f 11 08			8 51	3 51				
				2.2									
75	A61	12.8	TB.....	GEORGE.....	11 04			8 47	3 46				
				5.6									
11	A67	7.2	.....	LUCKNEY.....	f 10 58			8 35	3 35				
				2.3									
66	A69	4.9	TB.....	WELLS.....	10 54			8 30	3 30				
				2.6									
	A72	2.3	.....	PEARL RIVER.....	10 50			8 20	3 25				
				1.4									
YARD	A73	0.9	D.....	CAPITOL YARD..... FWSY	10 48			L 8 15 AM	L 3 20 PM				
				0.9									
YARD	A74	0.0	.....	JACKSON..... MISS.	L 10 45 PM								
					Daily		Daily	Daily	Daily				
YARD	N-O	186.0	.....	NEW ORLEANS.....	L 5 30 PM			L 10 30 PM	L 6 30 AM				



ALABAMA DIVISION—LOUISVILLE DISTRICT—Southward

Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE				SECOND CLASS			
		No. 6				41			
		January 13, 1952				Freight			
		STATIONS				Daily			
YARD	230.0	DN.....	UNION.....	.SY	L	1 15	PM		
			5.2						
37	235.2	TB.....	STRATTON.....			1 27			
			4.6						
16	239.8	D.....	DECATUR.....			1 37			
			1.6						
81	241.4	TB.....	JEFF.....			1 40			
			7.5						
80	248.9	D.....	NEWTON.....	.SX		2 05			
			8.0						
53	256.9	TB.....	ROBERTS.....			2 30			
			7.3						
19	264.2	TB.....	MONTROSE.....			2 47			
			4.2						
61	268.4	D.....	LOUIN.....			3 05			
			7.0						
33	275.4	D.....	BAY SPRINGS.....			3 20			
			8.4						
57	283.8	TB.....	STRINGER.....			3 49			
			6.5						
6	290.3	TB.....	MOSSVILLE.....			4 10			
			9.7						
YARD	300.0	DN.....	LAUREL.....	.FSTX	A	4 40	PM		
						Daily			





Siding Car Capacity	Miles from Jackson, Tenn.	TIME TABLE No. 6 January 13, 1952		SECOND CLASS							
		STATIONS		41							
				Freight							
				Daily							
YARD	300.0	DN	LAUREL 8.5	FXST	L	8 25	PM				
46	308.5	TB	LANHAM 8.6			8 45					
28	317.1	TB	OVETT 8.2			9 05					
30	322.3	TB	RHODES 6.7			9 21					
35	329.0	D	RIGHTON 7.4			9 40					
138	336.4	TB	CARMICHAEL 5.3			9 54					
YARD	341.7	DN	BEAUMONT 7.4	Y		10 30					
YARD	349.1	TB	McLAIN 5.7			10 50					
20	354.8	TB	LEAF 6.3			11 05					
15	361.1	TB	MERRILL 1.1								
88	362.2	TB	CLOY 2.2			11 30	40				
20	364.4	TB	BEXLEY 6.7			11 40					
22	371.1	D	LUCEDALE 1.9			12 05	AM				
30	373.0	N	EVANSTON 6.1			12 30					
64	379.1	TB	SHIPMAN 8.3			1 05					
12	387.4	TB	WILMER 7.0			1 50					
100	394.4	TB	SEMMES 5.1			2 15					
53	399.5	TB	ORCHARD 5.0			2 30					
YARD	404.5	TB	BELT JUNCTION 1.3								
22	405.8		TACON 1.4			2 50					
	407.2		GOVERNMENT ST. 2.6								
YARD	409.8	DN	CONCEPTION ST. 1.0	FSXYT	A	3 15	AM				
YARD	410.8		MOBILE								
						Daily					

ALABAMA DIVISION—LAUREL DISTRICT—Northward

Siding Car Capacity	Station Numbers	Miles from Mobile	TIME TABLE		SECOND CLASS						
			No. 6		40						
			January 13, 1952		Freight						
			STATIONS		Daily						
YARD	G-111	110.8	DN	LAUREL	FXST	A	8 00 AM				
				8.5							
46	G-102	102.3	TB	LANHAM			2 20				
				8.6							
28	G-94	93.7	TB	OVETT			2 00				
				5.2							
30	G-89	88.5	TB	RHODES			1 50				
				6.7							
35	G-82	81.8	D	RIGHTON			1 35				
				7.4							
138	G-75	74.4	TB	CARMICHAEL			1 21				
				5.3							
YARD	G-69	69.1	DN	BEAUMONT	Y		1 00				
				7.4							
YARD	G-62	61.7	TB	McLAIN			12 20 AM				
				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 41				
				2.2							
20	G-46	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			9 37				
				8.3							
12	G-23	23.4	TB	WILMER			9 10				
				7.0							
100	G-16	16.4	TB	SEMMES			8 55				
				5.1							
53	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.	FSXYT		L 8 15 PM				
				1.0							
YARD	G-0	0.0		MOBILE							
							Daily				





## SPECIAL INSTRUCTIONS

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

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

3. B&HS trains using tracks of GM&O at Beaumont will be governed by GM&O rules and regulations.

4. GM&O trains using tracks of IC and Southern Railway at Meridian will be governed by IC and Southern Railway rules and regulations.

5. Crossover switch at Philadelphia will be known and used as north siding switch.

Crossover switch at Middleton will be known and used as north siding switch.

### 6. Train Registers:

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

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

### 7. Yards:

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

Jackson, Tenn. yard limits extend from Iselin to yard limit board south of Bemis, and to yard limit board north of Poplar Street.

ALL FIRST CLASS TRAINS MUST MOVE PREPARED TO STOP WITHIN THE FOLLOWING SPECIFIED LIMITS, WHICH ARE DESIGNATED BY TRIANGULAR S-Y BOARDS:

BETWEEN BEMIS AND J CROSSOVER, BEMIS CUTOFF.

BETWEEN SOUTH LEAD SWITCH AT LOUISVILLE AND BRIDGE 221.0.

WITHIN YARD LIMITS AT UNION.

BETWEEN WATER WORKS SPUR, CAPITOL YARD AND J CROSSOVER.

WITHIN THE LIMITS SPECIFIED ABOVE, THE MAIN TRACK MAY BE USED WITHOUT PROTECTING AGAINST FIRST CLASS TRAINS, EXCEPT THAT TRAINS OR ENGINES OCCUPYING THE MAIN TRACK THEREIN MUST PROTECT AGAINST FIRST CLASS TRAINS DURING FOGS, STORMS OR OTHER UNFAVORABLE CONDITIONS.

### 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:

	Maximum Speed	
	Passenger	Freight
Interlocked:		
NC&STL, Jackson, Tenn. ....	20 mph	20 mph
IC, Bemis cutoff .....	20 mph	20 mph
Sou. Middleton .....	20 mph	20 mph
IC, Ackerman .....	20 mph	20 mph
NO&NE, Laurel .....	20 mph	20 mph
L&N, Mobile .....	20 mph	20 mph

### Not Interlocked:

IC, Bemis	Gates:
SLSF, New Albany	L&N, Bells
C&G, Mathiston	G&SI, Laurel
Y&MV, Newton	C&C, Koch

Interlocking signals govern the movement of trains and engines between Iselin and Iselin Junction, without requiring the use of train orders, and their indications supersede time-table superiority, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Trains or engines not receiving proper signal indication at either Iselin or Iselin Junction will communicate with the operator at Iselin.

### 10. Water Stations:

Iselin	Meridian
Louisville	Capitol Yard

### 11. Fuel Stations:

Iselin	Laurel	Meridian
Louisville	Mobile	Capitol Yard

### 12. Bulletin Boards:

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

### 13. Standard Clocks:

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

### 14. Maximum Speed Restrictions:

Between Jackson, Tenn. and Jackson, Miss.	{ Diesel Electric Passenger	59 mph
	{ Absolute Maximum .....	55 mph
	{ Steam Passenger .....	55 mph
	{ Diesel Electric Motor Cars.....	40 mph
Between Union and Mobile	{ Diesel Electric Passenger .....	50 mph
	{ Steam Passenger .....	50 mph
	{ Diesel Electric Motor Cars.....	55 mph
	{ Freight .....	30 mph
Dyersburg Branch	{ Passenger .....	30 mph
	{ Freight .....	20 mph
Meridian Branch	{ Passenger .....	45 mph
	{ Freight .....	30 mph

#### Exceptions—

Trains using turnouts not to exceed .....	15 mph
All Trains over Bridge G-50.2 .....	25 mph
“ “ “ Bridge G-70.1 .....	10 mph
“ “ “ Bridge G-94.7 .....	25 mph
“ “ “ Bridge A-71.6 .....	25 mph
“ “ “ Bridge W-41.2 .....	5 mph
Handling Loaded Koppal Cars .....	25 mph
Steam Derricks boom loading { Main Route .....	25 mph
{ Branches .....	15 mph
Towing diesel-electric motor cars .....	50 mph
Operating or towing standard switchers .....	25 mph
Pile Driver { Main Route .....	20 mph
{ Branches .....	15 mph

Diesel-electric engines, diesel-electric motor cars, steam locomotives, and passenger cars must not be operated, either by towing or using power, through water having a greater depth over rail, or at a greater speed, than that shown in the following table:

	Depth of Water	Speed
Electro-Motive Passenger and Freight Diesel engines.....	4"	5 mph
Baldwin Passenger Diesel engines.....	6"	5 mph
Ingalls Combination engine.....	6"	5 mph
Diesel engines, 352, 353, 354 .....	5"	5 mph
Alco Passenger, Freight and Switching Diesel engines.....	4"	5 mph
Electro-Motive Diesel Electric Motor Cars.....	4"	5 mph
Passenger Cars with Roller Bearings .....	8"	5 mph
Passenger Cars, Standard Friction Bearings.....	12"	5 mph
Steam Locomotives.....	24"	5 mph

ALL TRAINS WILL OBSERVE SPEED RESTRICTIONS INDICATED BY DIAMOND BOARDS.

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

**SPECIAL INSTRUCTIONS—Continued**

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-407.4	.....	Highway Bridge
Mile G-404.1	.....	Highway Bridge
Mile G-392.8	.....	Highway Bridge
Mile G-377.0	.....	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 TIME-TABLE:**

Station Name	Mile	Capacity	Opens
W- 42 Parker	W- 42.0	6	South
G-367 Poor	G-366.8	15	North
G-348 Cliff	G-348.7	6	Double
G-346 Howell	G-345.9	4	Double
G-340 Buchman	G-340.0	7	North
G-197 Lester	G-197.2	7	North
G-194 Deweese	G-194.1	15	South
G-184 Neshoba	G-184.5	15	South
G-137 Tynes	G-137.3	5	North
G- 96 Fox	G- 95.5	3	North
G- 80 Brinkley	G- 79.6	52	Wye
G- 76 Hintonville	G- 75.7	29	Double
G- 64 Little Creek	G- 64.0	6	South
G- 53 Avent	G- 53.4	3	North
G- 42 Alewine	G- 42.3	12	Double
G- 24 Warley	G- 24.0	30	Double
D- 8 Nellieburg	D- 8.3	3	South
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

18. Following diesel units will not be operated between:

Mobile and Union	.....	280-281 800A-813A 800B-812B 880A-885A 880B-882B 1200
------------------	-------	---

Not more than 3 units of other classes of diesels may be operated in multiple between Mobile and Union.

Union and Jackson, Tenn.	.....	280-281 800A-813A 800B-812B 880A-885A 880B-882B 1200
--------------------------	-------	---

Dyersburg Branch	.....	50-59 B60-B74 B80-B82 100-103 100A-103A 270-272
------------------	-------	--

Dyersburg Branch	.....	280-281 290-292 800A-813A 800B-812B 880A-885A 880B-882B 1200 1519-1521
------------------	-------	---

Operation on the Dyersburg Branch is limited to one unit.

In case of engine failure, prompt report must be made on Form 72.

**SPEED TABLE**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1 min. 0 sec.	60.00	1 min. 31 sec.	39.56
1 " 1 "	59.02	1 " 32 "	39.13
1 " 2 "	58.06	1 " 33 "	38.71
1 " 3 "	57.14	1 " 34 "	38.30
1 " 4 "	56.25	1 " 35 "	37.89
1 " 5 "	55.38	1 " 36 "	37.50
1 " 6 "	54.55	1 " 37 "	37.11
1 " 7 "	53.73	1 " 38 "	36.73
1 " 8 "	52.94	1 " 39 "	36.36
1 " 9 "	52.17	1 " 40 "	36.00
1 " 10 "	51.43	1 " 41 "	35.64
1 " 11 "	50.70	1 " 42 "	35.29
1 " 12 "	50.00	1 " 43 "	34.95
1 " 13 "	49.31	1 " 44 "	34.62
1 " 14 "	48.65	1 " 45 "	34.29
1 " 15 "	48.00	1 " 46 "	33.96
1 " 16 "	47.37	1 " 47 "	33.64
1 " 17 "	46.75	1 " 48 "	33.33
1 " 18 "	46.15	1 " 49 "	33.03
1 " 19 "	45.57	1 " 50 "	32.73
1 " 20 "	45.00	1 " 51 "	32.43
1 " 21 "	44.44	1 " 52 "	32.14
1 " 22 "	43.90	1 " 53 "	31.86
1 " 23 "	43.37	1 " 54 "	31.58
1 " 24 "	42.86	1 " 55 "	31.30
1 " 25 "	42.35	1 " 56 "	31.03
1 " 26 "	41.86	1 " 57 "	30.77
1 " 27 "	41.38	1 " 58 "	30.51
1 " 28 "	40.91	1 " 59 "	30.25
1 " 29 "	40.45	2 " 0 "	30.00
1 " 30 "	40.00	4 " 0 "	15.00



**SPECIAL INSTRUCTIONS—Continued**

**DIVISION OFFICERS**

J. J. HOEKSEMA, Supt. Terminals.....	Mobile, Ala.
I. N. HERRINGTON, Asst. Supt. Terminals.....	Mobile, Ala.
W. B. BURNS, Trainmaster.....	Mobile, Ala.
F. C. WELLS, Asst. Trainmaster.....	Mobile, Ala.
R. L. PATTERSON, Trainmaster.....	Jackson, Miss.
D. E. WELSH, Trainmaster.....	Jackson, Miss.
J. T. LOVORN, Chf. Yd. Operation.....	Union, Miss.
L. L. KELLER, Asst. Trainmaster.....	Union, Miss.
M. S. HORN, Trainmaster.....	Laurel, Miss.
O. C. VAUGHN, Chief Dispatcher.....	Laurel, Miss.
J. L. GATES, Dispatcher.....	Laurel, Miss.
C. L. STANFORD, Dispatcher.....	Laurel, Miss.
R. H. TINDALL, Dispatcher.....	Laurel, Miss.
B. L. MARTIN, Relief Dispatcher.....	Laurel, Miss.
B. H. PHILLIPS, Extra Dispatcher.....	Laurel, Miss.
W. D. NORTON, Extra Dispatcher.....	Laurel, Miss.
M. C. DOOLITTLE, Trainmaster.....	Louisville, Miss.
W. E. SMITH, Trainmaster.....	New Albany, Miss.
W. C. McCOY, Chief Dispatcher.....	New Albany, Miss.
L. A. CRUM, Dispatcher.....	New Albany, Miss.
L. D. AUSTIN, Dispatcher.....	New Albany, Miss.
J. N. SANDERS, Genl. Road Foreman Engines.....	Meridian, Miss.
W. S. BOYD, Road Foreman Engines.....	Laurel, Miss.
H. S. MYERS, Asst. Road Foreman Engines.....	Laurel, Miss.
R. JEFFERIES, Road Foreman Engines.....	Jackson, Tenn.
W. R. BARR, Rules Examiner.....	Tuscaloosa, Ala.

**WATCH INSPECTORS**

**Official Bureau—Railroad Time Service**

ROBERT E. NELSON.....	Mobile, Ala.
SCOTT JEWELRY AND OPTICAL CO.....	Laurel, Miss.
A. E. KEENE.....	Union, Miss.
HAYNES JEWELRY AND APPLIANCE COMPANY.....	Philadelphia, Miss.
G. R. IVEY.....	Louisville, Miss.
MORRIS JEWELRY CO.....	New Albany, Miss.
W. V. GRADY.....	Jackson, Tenn.
ALBRITON JEWELRY CO.....	Jackson, Miss.
HUDDLESTON JEWELRY CO.....	Jackson, Miss.
VANCE BROTHERS.....	Meridian, Miss.

**MISSOURI PACIFIC HOSPITAL ASSOCIATION - ST. LOUIS, MO.  
H. J. Mohler, President**

Mobile, Ala.....	S. H. Stephens.....	Local Surgeon
Mobile, Ala.....	F. C. Fonde.....	Local Surgeon
Mobile, Ala.....	W. J. Neely.....	Local Surgeon
Mobile, Ala.....	A. A. Amendola.....	Local Surgeon
Mobile, Ala.....	W. R. Meeker.....	Local Surgeon
Mobile, Ala.....	T. D. Haas.....	Local Surgeon
Crichton, Ala.....	A. M. Cowden.....	Local Surgeon
Crichton, Ala.....	H. W. Gray.....	Local Surgeon
Lucedale, Miss.....	R. L. Benson.....	Local Surgeon
Lucedale, Miss.....	J. L. Spiceland.....	Local Surgeon
Lucedale, Miss.....	L. H. Eubanks.....	Local Surgeon
McLain, Miss.....	Dan McLeod.....	Local Surgeon
Richton, Miss.....	C. W. Brown.....	Local Surgeon
Beaumont, Miss.....	E. J. Mathis.....	Local Surgeon
Laurel, Miss.....	E. E. Ellis.....	Division Surgeon
Laurel, Miss.....	Robt. McLaurin.....	Local Surgeon
Laurel, Miss.....	H. L. Boone.....	Division Surgeon

Louin, Miss.....	G. W. Land.....	Local Surgeon
Bay Springs, Miss.....	W. C. Simmons.....	Local Surgeon
Newton, Miss.....	W. E. Box.....	Local Surgeon
Newton, Miss.....	N. W. Todd.....	Local Surgeon
Newton, Miss.....	Omar Simmons.....	Local Surgeon
Decatur, Miss.....	Edw. Pennington.....	Local Surgeon
Union, Miss.....	Z. C. Hagan.....	Local Surgeon
Union, Miss.....	E. L. Laird.....	Local Surgeon
Union, Miss.....	W. R. Peebles.....	Local Surgeon
Union, Miss.....	W. S. Polk.....	Local Surgeon
Union, Miss.....	J. M. Blount, Jr.....	Local Surgeon
Philadelphia, Miss.....	R. G. Hand.....	Local Surgeon
Philadelphia, Miss.....	W. R. Hand.....	Local Surgeon
Philadelphia, Miss.....	W. J. Stribling.....	Local Surgeon
Noxapater, Miss.....	W. W. Hickman.....	Local Surgeon
Noxapater, Miss.....	T. F. Kilpatrick.....	Local Surgeon
Louisville, Miss.....	J. A. Crawford.....	Local Surgeon
Louisville, Miss.....	W. B. Hickman.....	Local Surgeon
Louisville, Miss.....	S. W. Pearson.....	Local Surgeon
Louisville, Miss.....	D. T. Wilson.....	Local Surgeon
Ackerman, Miss.....	C. M. Pugh.....	Local Surgeon
Mathiston, Miss.....	J. H. Stennis.....	Local Surgeon
Houston, Miss.....	S. K. Gore.....	Local Surgeon
Houston, Miss.....	J. R. Williams.....	Local Surgeon
Houlka, Miss.....	J. M. Hood.....	Local Surgeon
Pontotoc, Miss.....	J. A. Rayburn.....	Local Surgeon
Euru, Miss.....	J. H. Windham.....	Local Surgeon
New Albany, Miss.....	R. H. Bostwick.....	Local Surgeon
New Albany, Miss.....	H. P. Boswell, Jr.....	Local Surgeon
New Albany, Miss.....	H. P. Boswell, Sr.....	Local Surgeon
New Albany, Miss.....	S. E. Eason.....	Local Surgeon
New Albany, Miss.....	D. M. Pennebaker.....	Local Surgeon
New Albany, Miss.....	C. M. Roberts.....	Local Surgeon
New Albany, Miss.....	R. E. Shands.....	Local Surgeon
Falkner, Miss.....	J. H. Pearce.....	Local Surgeon
Bolivar, Tenn.....	W. E. Lawrence.....	Local Surgeon
Silerton, Tenn.....	W. H. Siler.....	Local Surgeon
Jackson, Tenn.....	G. B. Hubbard.....	Division Surgeon
Jackson, Tenn.....	J. R. Thompson, Jr.....	Asst. Surgeon
Jackson, Tenn.....	J. L. Crook.....	Local Surgeon
Jackson, Tenn.....	W. T. Fitts.....	Local Surgeon
Jackson, Tenn.....	L. B. Myhr.....	Local Surgeon
Bells, Tenn.....	E. Farrow.....	Local Surgeon
Alamo, Tenn.....	E. O. Prather, Jr.....	Local Surgeon
Dyersburg, Tenn.....	J. G. Price.....	Local Surgeon
Meridian, Miss.....	K. T. Klein.....	Local Surgeon
Meridian, Miss.....	H. L. Rush.....	Local Surgeon
Meridian, Miss.....	L. V. Rush.....	Local Surgeon
Meridian, Miss.....	T. F. Middleton.....	Local Surgeon
Walnut Grove, Miss.....	J. J. Easton.....	Local Surgeon
Lena, Miss.....	K. P. Wood.....	Local Surgeon
Brandon, Miss.....	W. H. Watson.....	Local Surgeon
Jackson, Miss.....	F. E. Werkheiser.....	Local Surgeon
Jackson, Miss.....	E. B. Werkheiser.....	Local Surgeon
Jackson, Miss.....	M. B. Ware.....	Local Surgeon

**EMERGENCY HOSPITALS**

Mobile, Ala.....	City Hospital
Mobile, Ala.....	Providence
Mobile, Ala.....	Mobile Infirmary
Laurel, Miss.....	Laurel General Hospital
Newton, Miss.....	Newton Sanitorium
Houston, Miss.....	Houston Hospital
New Albany, Miss.....	Mayes Hospital
New Albany, Miss.....	New Albany Hospital
Jackson, Tenn.....	Madison County Hospital
Dyersburg, Tenn.....	Baird-Brewer Hospital
Meridian, Miss.....	Rush Infirmary
Meridian, Miss.....	St. Joseph Hospital
Jackson, Miss.....	St. Dominic Hospital

## 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.

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 cut air in too abruptly; use sufficient time and avoid sticking brakes.

Avoid coupling to or going against standing engines on or around 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 engines 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.