

Illinois Central Railroad Company.

SOUTHERN LINES.

MISSISSIPPI DIVISION

BETWEEN

Memphis and Grenada, Frogmoor and Canton, and
Aberdeen and Durant.

TIME TABLE No. 37,

Taking Effect at 12.01 o'clock, A. M., Sunday, May 1, 1910

SUPERSEDING TIME TABLE No. 36, DATED NOVEMBER 14, 1909.

FOR THE GOVERNMENT OF EMPLOYEES ONLY. Not intended for the information of the public, nor as an advertisement of the time of trains. The Company reserves the right to vary therefrom as circumstances may require.

W. L. PARK,

Vice-President and General Manager,
CHICAGO.

T. J. FOLEY,

Assistant General Manager,
CHICAGO.

H. McCOURT,

General Superintendent,
MEMPHIS, TENN.

J. M. DALY,

General Superintendent of Transportation,
CHICAGO.

J. C. NEUDORFER,

Superintendent,
WATER VALLEY, MISS.

GRENADA DISTRICT—South Yard to Grenada.

FREIGHT TRAINS—SOUTH BOUND.

THIRD CLASS.		SECOND CLASS.	
No. 195 LOCAL FREIGHT.	No. 173 THROUGH FREIGHT.	No. 143 MIXED.	Miles from Memphis
Lv 7 45 AM	Lv 12 40 AM	Lv 6 45 AM Lv 7 05 AM	2.58
Except Sunday.	Daily.	Daily.	
Lv 7 55 AM 8 20 100 8 45 9 15 9 45	Lv 12 50 AM	Lv 7 15 AM	5.22
10 05 10 47 11 16 11 50 12 35 PM 100	1 03 1 20 1 40 1 57	8 25 8 38 8 57 100 9 13	9 00 10 02 10 28 11 21
12 55 1 40 2 25 2 54 100 3 19	2 18 2 32 2 50 3 12 3 39 100	8 27 8 35 8 53 9 12 9 25	12 00 0 00 0 30 1 00 1 30
3 35 4 00 4 19 4 35 4 55 PM	4 06 4 37 5 10 5 20 5 54 100	9 37 9 52 10 08 10 13 100 10 31	2 00 3 00 3 30 4 00 4 30
8 35 4 00 4 19 4 35 4 55 PM	6 20 6 34 6 55 7 15 7 35 100	10 45 10 58 11 08 11 23 11 40 AM	5 00 6 00 6 30 7 00 7 30
Except Sunday.	Daily.	Daily.	
Ar 5 00 PM	Ar 7 40 AM	Ar 11 45 AM Ar 8 15 PM	100.00
No. 195	No. 173	No. 143	N—INDICATE NIGHT AND DAY TRAIN ORDER OFFICE.

TIME TABLE No. 37.

Taking Effect
May 1, 1910.
STATIONS

CINCINNATI	252.47
LOUISVILLE	296.00
MEMPHIS	296.00
SOUTH YARD	296.00
EAST JUNCTION	300.00
RAINE	401.70
D. HORN LAKE	400.00
D. KESBIT	410.70
D. HERNANDO	417.10
LOVE	422.40
D. COLDWATER	420.00
D. SENATORIA	421.70
D. COMO	420.00
N. SARDIS	444.00
TALLAHATCHIE	440.00
D. HALLVILLE	400.00
D. COLLELAND	400.00
D. POPP	401.00
D. ENID	400.00
D. OAKLAND	472.10
D. TILLASOBA	470.00
D. SCOBEE	480.00
D. HARRIS	480.00
MEMPHIS JUNCTION	492.00
N. GRENADA	492.70
NEW ORLEANS	706.00

PASSENGER TRAINS—SOUTH BOUND.

FIRST CLASS.			
No. 1 CUMAN SPECIAL.	No. 3 NEW ORLEANS LIMITED.	No. 131 GRENADA ACCOMMODATION.	No. 133 LOCAL POWERHOUSE.
Lv 8 20 AM 9 13 01 PM 9 11 40 PM 9 11 55 PM	Lv 6 00 PM 9 40 PM 9 05 AM 9 20 AM	Lv 5 00 PM 5 15 PM	Lv 2 35 AM 2 38 AM
Daily.	Daily.	Daily.	Daily.
Lv 12 01 AM	Lv 9 20 AM	Lv 5 20 PM 100	Lv 2 38 AM
12 06 12 14 12 23 12 31	9 33 9 41 9 49 9 57	5 28 5 38 5 50 5 59	2 43 2 49 2 58 3 02
12 40 12 46 12 55 1 03 1 10 1 16	10 06 100 10 13 10 23 10 35 10 45	6 11 6 22 6 34 6 58 7 16	3 09 3 14 3 22 3 30 3 39 100
1 23 1 31 1 41 1 44 1 55	10 52 100 10 59 100 11 11 11 14 11 26	7 28 7 40 100 7 54 7 58 8 17	3 48 3 51 3 59 4 05 4 15
2 09 2 10 2 16 2 23 2 32	11 34 11 43 11 49 11 58 12 07 PM	8 28 8 42 8 51 9 02 9 17 PM	4 24 4 31 4 36 4 43 4 52 AM
Daily.	Daily.	Daily.	Daily.
Ar 2 35 AM Ar 10 55 AM	Ar 12 11 PM Ar 8 15 PM	Ar 9 20 PM	Ar 4 57 PM 100 Ar 4 00 PM
No. 1	No. 3	No. 131	No. 133

SPECIAL INSTRUCTIONS.

- A 1. Between East Junction and Memphis all trains will be governed by Memphis Terminal Time Table.
- A 2. All Northbound trains are superior to trains of the same class in the opposite direction.
- A 3. Trains Nos. 1, 2, 3 and 4 are superior to all other trains. Other first class trains must take siding at meeting and passing points and clear the time of Trains Nos. 1, 2, 3 and 4, at least five (5) minutes; all other trains and yard engines at least ten (10) minutes.
- A 4. Trains in the same direction must be spaced ten (10) minutes apart, except where the movements are controlled by some form of block signal.
- A 5. Train Registers are kept at South Yard, East Junction and Grenada. See Rule 512.
Passenger trains will register at South Yard and East Junction by register tickets (Form 906).

- A 6. Second and inferior class trains and extras must run carefully through the yard limits at Memphis Junction and Grenada, expecting to find the main track occupied. In case of accident, the responsibility rests with the approaching train. It is further expected and required of men in charge of trains occupying main track within yard limits that they protect their trains during fog, storms, or other bad conditions, as well as where the curvature is sharp and view is thereby obstructed, and they will be held responsible if they fail to exercise reasonable precaution in thus protecting their trains under circumstances such as are indicated herein. While this divides the responsibility, it will not relieve trainmen and engineers of applying the rules from the proper observance of special instructions referred to above. At other stations, Rules 90 (b) and 92 will govern.
- A 7. Train 195 and 196 will permit extra trains to pass and run ahead when overtaken.
- A 8. Passenger trains must approach East Junction under control. Second and inferior class trains must stop three hundred feet from junction switch and know the way is clear before proceeding.

- A 9. Conductor of Train No. 143 will, when he has passengers destined to points south of Grenada, flag train No. 2, if overtaken, and transfer the passengers to Train No. 3.
- Conductor of Train No. 194 will, when he has passengers destined to points north of Memphis, where No. 4 is scheduled to stop, flag No. 4 if overtaken, and transfer the passengers to Train No. 4.
- Trains Nos. 1 and 3 will stop to deliver passengers from points north of Memphis, also to deliver passengers boarding trains at Memphis, heading 143 will stop on signal to receive or discharge passengers at Nonesuch, McGhee (mile 487), and Hiversdale (mile 490).
- The following signs placed before figures in schedule for passenger trains indicate a stop; f, flag.
- A 10. Water Stations.—Memphis, Hernando, Bertha, Oakland, Grenada. See Rule 90 (b).
- A 11. Coal Stations.—Memphis and Grenada. (See Rule 90 (b)).

- A 12. Bulletin Boards.—Memphis, South Yard and Grenada. See Rules 506 and 508.
- A 13. Standard Clocks.—South Yard and Grenada.
- A 14. 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 depot at a greater rate of speed than three miles per hour, and no train, part of train or engine backing into or along a passenger depot within fifty feet thereof, shall, for at least three hundred feet, reach or cross opposite to such depot, be provided for a sufficient railroad company on foot, not exceeding forty or other longer than advance to give warning.

SPECIAL INSTRUCTIONS Continued on next page.

GRENADA DISTRICT—Grenada to South Yard.

PASSENGER TRAINS—NORTH BOUND.

FIRST CLASS.

No. 134	No. 132	No. 4	No. 2
LOCAL PASSENGER	MEMPHIS ACCOMMODATION	CHICAGO LIMITED	FART MAIL
		A 11 40 AM	
		A 7 50 AM	A 5 35 PM
A 5 40 PM	A 8 50 AM	A 8 15 PM	A 6 20 AM
A 5 25 PM	A 8 35 AM	A 8 00 PM	A 6 05 AM
Daily.	Daily.	Daily.	Daily.
A 5 20 PM ¹²¹	A 8 30 AM	A 7 55 PM	A 6 00 AM
S 5 10	S 8 20 ^{19A}	7 50	5 55
S 4 59	S 8 09	7 43	5 47
S 4 45	S 7 57 ^{14B}	7 36	5 40
S 4 37	S 7 48	7 30	5 33
S 4 28	S 7 31	7 22	5 27
S 4 18	S 7 21	7 17	5 21
S 4 02	S 7 10	7 08	5 12
S 3 48	S 6 57	6 58 ¹²¹	5 02
S 3 36	S 6 45	S 6 50	S 4 54
f 3 23	f 6 34	6 39	4 45
S 3 13	S 6 25	6 33	4 37 ¹⁷³
S 2 58	S 6 11	6 25	4 30
S 2 54 ¹⁹³	S 6 07	6 22	4 27
S 2 39	S 5 54 ¹⁷³	6 10	4 15 ¹⁰³
S 2 29	S 5 44	6 04	4 09
S 2 20	S 5 35	5 55	4 00
S 2 10	S 5 27	5 49	3 54
S 2 00	S 5 17	5 40	3 44
Lv 1 45 PM	Lv 5 05 AM	Lv 5 28 PM	Lv 3 33 AM
Daily.	Daily.	Daily.	Daily.
Lv 1 45 PM	Lv 5 00 AM ¹⁰³	Lv 5 25 PM ¹⁴³	Lv 3 30 AM
Lv 3 00 AM		Lv 9 15 AM	Lv 7 10 PM
No. 134	No. 132	No. 4	No. 2

TIME TABLE

No. 37.

St. Louis 8:00

May 1, 1910.

STATIONS

GINCINNATI

LOUISVILLE

MEMPHIS

SOUTH YARD

FREIGHT TRAINS—NORTH BOUND.

SECOND CLASS.

No. 148

MEMPHIS

A 11 05 PM

A 10 45 PM

THIRD CLASS.

No. 196

MEMPHIS

D—INDICATE DAY TRAIN ORDER OFFICE.

N—INDICATE NIGHT AND DAY TRAIN ORDER OFFICE.

NO—INDICATE NIGHT AND DAY TRAIN ORDER OFFICE.

SPECIAL INSTRUCTIONS—Continued.

GRENADA BLOCK.

The movements of all trains between Memphis Junction and Grenada will be governed absolutely by the Block signal located at Memphis Junction and Block Order cards issued by the Telegraph Operator at Grenada. When the Block signal is not in proper working order, trains can only proceed by authority of the Chief Dispatcher or by protection as provided in Rule 9. All south bound trains must approach Memphis Junction under full control, prepared to stop before crossing switch if signal should not be given them. Conductors of south bound trains will immediately report to the operator their arrival at Grenada.

Grenada District Trains moving toward Grenada must stop before reaching Memphis Junction. The Conductor will use telephone for communication with the Operator at Grenada in asking for block, giving number of his train, and if there are no opposing trains in the block, the Operator will set the block signal to proceed.

Business Tracks Not Shown at Stations
on This Table.

St. Louis, Mo., May 1, 1910.

JACKSON DISTRICT—Frogmoor to Water Valley.

FREIGHT TRAINS—SOUTHBOUND.

PASSENGER TRAINS—SOUTHBOUND

THIRD CLASS.			SECOND CLASS.			Miles from Chester St.	Miles from Chicago.	Stations between Union Cars.	FIRST CLASS.	
No. 97	No. 95		No. 71	No. 53	No. 51				No. 5	No. 23
LOCAL FREIGHT. Except Sunday.	LOCAL FREIGHT. Except Sunday.		TIME FREIGHT. Daily.	CHICAGO NEW ORLEANS MANIFEST. Daily.	CHICAGO NEW ORLEANS MANIFEST. Daily.				FAST MAIL. Daily.	LOCAL PASSENGER. Daily.
	Lv 7 55 AM								Lv 5 45 PM	Lv 7 30 AM
	Lv 8 00 AM		Lv 8 30 AM	Lv 11 50 AM	Lv 2 30 AM	1.00	472.54		Lv 5 48 PM	Lv 7 34 AM
	8 15		8 50	12 05 PM	2 45	1.5	470.50		f 5 54	f 7 43
	8 40		9 25	12 25 PM	3 08	2.0	480.00		f 6 10	f 7 56
	8 55		9 55 ^{aa}	12 40	3 24	2.5	480.00		f 6 17	f 8 03
	9 15 ^{aa}		10 20	1 00	3 42	3.0	491.87		f 6 27	f 8 12
	9 35		10 45 ^{aa}	1 15	3 57	3.5	499.17		f 6 35	f 8 19
									f 6 43	f 8 26 ^{aa}
	10 25 ^{aa}		11 00	1 27	4 10	4.0	499.40		f 6 56 ^{aa}	f 8 38
	11 00		11 30	1 50	4 35	4.5	508.01		f 7 04	f 8 45
	11 20		11 47	2 05 ^{aa}	4 50	5.0	509.94		f 7 11	f 8 51
	11 46		12 05 PM	2 20	5 03	5.5	513.80		f 7 20	f 9 00 ^{aa}
	Lv 6 50 AM	Ar 12 05 PM	12 30	2 40	5 20	6.0	517.99			
	7 20		12 56	3 00	5 55 ^{aa}	6.5	524.15		f 7 33	f 9 10
	8 00 ^{aa}		1 22	3 25 ^{aa}	6 25	7.0	530.19		f 7 45	f 9 21
	8 15		1 44	3 43	6 45	7.5	536.23		f 7 55	f 9 30
	8 35 ^{aa}		2 15 ^{aa}	4 10 ^{aa}	7 10 ^{aa}	8.0	542.87		f 8 10 ^{aa}	f 9 44 ^{aa}
	10 47		2 30	4 50 ^{aa}	7 22	8.5	546.39		f 8 36	f 9 50
	11 15 ^{aa}		3 00	5 13	7 40	9.0	551.57		f 8 46	f 9 59
	11 45		3 37 ^{aa}	5 33	8 00	9.5	556.46		f 8 55	f 10 07
	12 15 PM		4 07 ^{aa}	5 55 ^{aa}	8 20	10.0	561.98		f 9 06	f 10 16 ^{aa}
	12 45		4 30	6 20	8 45	10.5	568.07		f 9 20	f 10 29
	1 15 ^{aa}		4 40 ^{aa}	6 33	8 55 ^{aa}	11.0	571.94		f 9 25	f 10 35
	1 45 ^{aa}		5 19	7 01	9 20	11.5	579.00		f 9 40	f 10 49
	2 25 ^{aa}		5 40	7 15	9 35	12.0	583.03		f 9 49	f 10 55
	3 55 ^{aa}		Ar 6 20 PM	Ar 7 35 PM	Ar 9 55 AM	12.5	589.05		Ar 10 00 PM	Ar 11 05 AM
	Ar 4 30 PM									
Except Sunday.	Except Sunday.		Daily.	Daily.	Daily.				Daily.	Daily.
No. 97	No. 95		No. 71	No. 53	No. 51				No. 5	No. 23

D—INDICATE DAY TRAIN ORDER OFFICE. N—INDICATE DAY AND NIGHT TRAIN ORDER OFFICE. NO—INDICATE NIGHT ONLY TRAIN ORDER OFFICE.

SPECIAL INSTRUCTIONS

B 1. All North-bound trains are superior to trains of the same class in the opposite direction.

B 2. Trains in the same direction must be spaced ten (10) minutes apart, except where movements are controlled by some form of block signal.

B 3. Between Frogmoor and Chester Street all trains will be governed by Tennessee Division time table.

B 4. Train Registers are kept in telegraph offices at Chester St., Frogmoor, Grand Junction and Water Valley. See Rule 613. Conductors of first-class trains may register at Frogmoor and Grand Junction, by register ticket (Form 905). At Water Valley all trains will register at yard office. First-class trains will also register at Train Master's office. Conductors of first-class trains may register at yard office by register ticket (Form 905).

B 5. All trains must get train order or clearance card before leaving Holly Springs.

B 6. Second and inferior class trains and extras must run carefully through the yard limits at Frogmoor, Grand Junction, Holly Springs, and Water Valley, expecting to find main track occupied. In case of accident the responsibility rests with the approaching train. It is further expected and required of men in charge of trains occupying main tracks within yard limits that they protect their trains during fogs, storms or other bad conditions, as well as when the curvature is sharp and view is thereby obstructed, and they will be held responsible if they fail to exercise reasonable precaution in thus protecting their trains under circumstances such as are indicated herein. While this divides the responsibility, it will not relieve trainmen and engineers of approaching trains from the proper observance of special instructions referred to above. At other stations Rules 96 (b) and 99 will govern.

B 7. All trains leaving Chester Street must receive a release card (Form 41) or a train order. See Rule (83 b).

B 8. Trains Nos. 95 and 96 between Chester St. and Grand Junction, and Nos. 97 and 98 between Grand Junction and Water Valley are the only Freight Trains allowed to carry passengers.

B 9. Trains Nos. 5, 6, 22, 54, 85, and 96 will stop on signal at Bemis (Mile 474) to receive or discharge passengers. The following signs placed before signs in schedule for passenger trains indicate: * stop; f, flag; †, stop for men.

B 10. Railroad Crossings. NOT INTERLOCKED. See Rule 95 (b).
Frogmoor—Cairo District.
Holly Springs—E. L. & F. R. R.
Grand Junction—Southern Ry.

When an interlocking signal cannot be cleared after whistle are blown, engine-men will, after coming to a full stop, accept yellow hand signal from signalman on the ground.

B 11. Water Stations.—Shandy, Michigan City, Malone and all mile north of Taylor. See Rule 96 (b).

B 12. Coal Stations.—Holly Springs. See Rule 96 (b).

B 13. Bulletin Boards.—Chester St. and Water Valley. See Rules 606 and 606a.

B 14. Standard Clocks.—Chester St., Frogmoor and Water Valley.

B 15. Extract from the Laws of Mississippi.—It shall be unlawful to back a train of cars, or part of a train or to engine along a passenger depot at a greater rate of speed than one mile per hour, and every such train, part of train or engine backing along a passenger depot and within fifty feet thereof, shall first stop three hundred feet before it reaches or comes opposite to such depot, be proceeded by a servant of the railroad company or flag, and when backing forty feet under twenty feet in advance, to give warning.

JACKSON DISTRICT—Water Valley to Frogmoor.

TRAINS-NORTHBOUND.				FREIGHT TRAINS-NORTHBOUND.																			
FIRST CLASS.				SECOND CLASS.																			
No. 34		No. 6		Miles from New Orleans	TIME TABLE No. 37.		Miles from Water Valley	Minimum time between stations for North-bound Freight Trains.	No. 52		No. 72		No. 86		No. 88		No. 96		No. 98				
LOCAL PASSENGER		NORTHERN EXPRESS			Taking Effect May 1, 1910				NEW ORLEANS-CHICAGO MANIFEST.		THROUGH FREIGHT.		THROUGH FREIGHT.		THROUGH FREIGHT.		THROUGH FREIGHT.		LOCAL FREIGHT.		LOCAL FREIGHT.		
Daily.		Daily.		STATIONS.		Daily.		Daily.		Daily.		Daily.		Daily.		Except Sunday.		Except Sunday.					
Ar	6 30	PM	Ar	7 37	AM	440.68	N. CHESTER ST	117.46															
Ar	6 27	PM	Ar	7 34	AM	439.68	N. FROGMOOR	116.48	14	Ar	8 30	PM	Ar	1 10	PM								
f	6 19		f	7 26		438.68	D. MALLISUS	112.77	16	8 19		12 50	Ar	2 10	AM	Ar	11 10	AM	Ar	5 25	PM		
f	6 10		s	7 13		430.88	D. MEDON	100.17	13	8 00		12 25	1 50		10 50								
f	6 00		f	7 06		425.18	D. TEAGUE	103.03	14	7 50		11 50	1 10		10 25								
f	5 50		s	6 56		420.30	D. TOON	97.15	11	7 35		11 25	12 50		9 55	7 1							
s	5 40		f	6 48		416.00	N. SHANDY	93.65	10	7 25		10 45	12 20	AM	9 15	9 6							
s	5 33		s	6 42		412.68	NO. BOLIVAR	89.53	19	7 15		10 25	11 35		8 26	8 23							
f	5 17		f	6 29		406.10	D. MIDLERBURG	83.01	11	6 56	o	9 55	11 05		7 30								
f	5 08		s	6 22		402.23	D. HICKORY VALLEY	79.08	10	6 40		9 40	10 45		7 15								
f	5 01		s	6 14		398.31	D. TEMPLE	75.16	13	6 26		9 25	10 30		6 55								
s	4 54		s	6 06		394.18	N. GRAND JUNCT	71.03	24	6 15		9 00	10 05		6 40								
f	4 42		s	5 55	88, 51	388.02	D. MICHIGAN CITY	64.87	14	5 55		8 30	9 40		6 25								
f	4 31		f	5 42		381.98	D. LAMAR	68.83	12	5 40		8 00	9 10		5 25	6, 51							
f	4 21		f	5 32		376.92	D. HUDSONVILLE	63.77	15	5 25		7 40	8 45		5 00								
s	4 10	53	s	5 16		369.80	N. HOLLY SPRGS	46.15	9	5 10		7 10	8 10	o	4 30								
f	4 00		f	5 09		365.78	D. GILTON	42.63	16	4 50	o3	6 55	7 40		4 15								
f	3 48		f	4 58		360.60	D. WATERFORD	37.45	15	4 35		6 35	7 09		3 55								
f	3 37	71	f	4 49		355.71	D. MALONE	32.50	15	4 20		6 15	6 35		3 35								
f	3 25		f	4 38		350.19	D. ABBEVILLE	27.04	19	4 07	71	5 55	5 55	53	3 10								
f	3 11		f	4 24		343.50	D. COLLEGE HILL	20.35	9	3 53		5 30	5 00		2 40								
s	3 05		s	4 18		340.28	NO. OXFORD	17.08	22	3 45		5 15	4 40	71	2 25								
f	2 49	97	f	4 01		332.27	D. TAYLOR	9.12	10	3 22	97	4 45	4 10		1 50								
f	2 40		f	3 54		328.54	D. SPRINGDALE	5.39	15	3 12		4 30	3 55	97	1 35								
Lv	2 30	PM	Lv	3 43	AM	323.15	N. WATER VALLEY			Lv	3 00	PM	Lv	4 10	AM	Lv	3 30	PM	Lv	1 10	AM		
Daily.		Daily.				NEW ORLEANS				Daily.		Daily.		Daily.		Daily.		Except Sunday.		Except Sunday.			
Lv	3 00	AM	Lv	4 30	PM					Lv	7 30	PM	Lv	11 30	PM								
No. 34		No. 6								No. 52		No. 72				No. 86		No. 88		No. 96		No. 98	

D-INDICATE DAY TRAIN ORDER OFFICE.

N-INDICATE DAY AND NIGHT TRAIN ORDER OFFICE.

NO-INDICATE NIGHT ONLY TRAIN ORDER OFFICE.

Business Tracks not shown as Stations
on Time Table.

Conger, between Shandy and Bolivar.....Mile 497
Spraggins Spur, between Malone and Abbeville. " 538

WATER VALLEY DISTRICT - Water Valley to Canton.

FREIGHT TRAINS - SOUTH BOUND.

THIRD CLASS.		SECOND CLASS.		
No. 93	No. 91	No. 71	No. 53	No. 51
LOCAL FREIGHT.	LOCAL FREIGHT.	THROUGH FREIGHT.	OMAHA NEW ORLEANS MANIFEST FRT.	CHICAGO NEW ORLEANS MANIFEST FRT.
		Lv 10 45 AM		Lv 10 00 PM
Except Sunday.	Except Sunday.	Daily.	Daily.	Daily.
	Lv 8 30 AM	Lv 7 30 PM	Lv 8 15 PM	Lv 10 25 AM
	6 55	8 00	8 40	10 45
	7 40 ⁰⁴	8 25	9 00	11 05
	7 56	9 00	9 25	11 25 ⁰⁰
	8 15	9 30	9 50	11 45
	8 30	9 35	9 55	11 55 ^{14 00}
	9 30	9 55 ⁰⁰	10 10 ⁰⁰	12 23 ^{PM 8 00}
	9 55 ⁰⁰	10 10	10 20	1 05 ⁰⁰
	10 10	10 32 ⁰³	10 32 ⁷¹	1 20
	10 37	11 00 ⁷²	10 50 ⁷⁰	1 35
	11 05 ⁰²	11 30	11 15	1 55
	11 20 ^{PM 04}	11 27 ^{AM}	11 30	2 15
	11 33 ⁰³	12 17	11 40	2 25 ⁰⁰
	1 50 ⁰⁰	12 20	11 54	2 38
	2 10	12 36	12 03 AM	2 48
	2 28	1 03 ⁰⁶	12 33 ⁰⁰	3 08
	3 00	1 20	12 53 ⁰⁰	3 20
	3 15	1 30	1 10	3 35
	Lv 2 00 PM	Lv 1 30 PM	Lv 1 30 PM	Lv 4 02 PM
	2 10	2 15	2 05	4 09
	2 43 ⁰⁰	2 43 ⁰⁰	3 20	4 39 ⁰⁴
	3 38 ⁰⁴	3 25	2 40 ⁰⁴	4 54
	4 12 ⁰⁴	3 45	3 05	5 06 ⁰⁰
	4 30 ⁰⁰	4 00 ⁰⁰	3 20	5 14
	4 45	4 20	3 36 ⁰⁰	5 25
	Lv 5 00 PM	Lv 4 40 AM	Lv 4 00 AM	Lv 5 40 PM
Except Sunday.	Except Sunday.	Daily.	Daily.	Daily.
No. 93	No. 91	No. 71	No. 53	No. 51

TIME TABLE No. 37. Taking Effect May 1, 1910. STATIONS

CHICAGO	
ST. LOUIS	
N. WATER VALLEY	8 09.02
VELMA	8 24.45
COFFEYVILLE	8 40.28
TORRANCE	8 56.41
MEMPHIS JUNCTION	9 12.54
GRENADA	9 29.07
SIMPSON	9 45.20
ELLIOTT	10 01.33
DUCKHILL	10 17.46
BENJAMINE	10 33.59
SAYLER	10 50.12
WINONA	11 06.25
FOLLY	11 22.38
CARROLL	11 38.51
VAIDES	11 55.04
BEATTY	12 11.17
WEST	12 27.30
BOFFMAN	12 43.43
DURANT	1 00.00
D. ABERDEEN JUNCTION	1 16.13
D. GOODMAN	1 32.26
D. PICKENS	1 48.39
D. VAUGHAN	2 04.52
D. WAY	2 21.05
NO. DAVIS	2 37.18
CANTON	2 53.31

PASSENGER TRAINS - SOUTH BOUND.

FIRST CLASS.				
No. 1	No. 3	No. 5	No. 23	No. 33
CUBAN SPECIAL.	NEW ORLEANS LIMITED.	FAST MAIL.	LOCAL PASSENGER.	LOCAL PASSENGER.
Lv 9 40 AM	Lv 7 00 PM	Lv 7 45 AM	Lv 7 00 PM	Lv 7 00 PM
Lv 1 50 PM	Lv 11 30 PM	Lv 7 45 AM	Lv 11 30 PM	Lv 11 30 PM
Daily.	Daily.	Daily.	Daily.	Daily.
		Lv 10 05 PM	Lv 11 10 AM	
		f 10 17	f 11 23	
		f 10 28	f 11 35	
		f 10 40	f 11 50 ⁰⁰	
		10 53 ⁰⁰	12 01 PM	
Lv 2 40 AM	Lv 12 15 PM ⁰⁰	f 11 33	f 12 38	Lv 5 00 AM
		11 14	f 12 40 ⁰⁰	f 5 09
	12 23 ^{01 00}	f 11 21	f 12 46 ^{00 00}	f 5 15
	12 35 ⁰⁴	f 11 33 ⁷⁰	f 12 54	f 5 23
		12 42	f 1 09	f 5 31
		12 48	f 1 10	f 5 39
		12 54 ⁰¹	f 1 17	f 5 47
	12 59	12 02 AM	f 1 23 ⁰¹	f 5 55
	1 05	12 08	f 1 32	f 6 03
	1 10	f 12 19	f 1 38 ⁰⁰	f 6 11
	1 16 ⁰⁰	12 23 ⁰⁰	f 1 48	f 6 19
	1 24	f 12 33	f 2 00	f 6 27
	1 29	12 45 ⁰⁰	f 2 08	f 6 35
	3 22	12 59	f 2 16	f 6 43
	3 28	1 05	f 2 25	f 6 51
	3 32	1 10	f 2 34	f 6 59
	3 38	1 16 ⁰⁰	f 2 43	f 7 07
	3 40	1 24	f 2 52	f 7 15
	3 51	1 29	f 3 01	f 7 23
	4 00 ⁰⁴	1 40	f 3 10	f 7 31
	4 05	1 45	f 3 19	f 7 39
		1 51	f 3 28	f 7 47
		2 00	f 3 37	f 7 55
		2 09	f 3 46	f 8 03
		2 15	f 3 55	f 8 11
		2 21	f 4 04	f 8 19
	4 45 AM	2 26	f 4 13	f 8 27
	Lv 4 55 AM	2 30	f 4 22	f 8 35
		2 35	f 4 31	f 8 43
		2 40	f 4 40	f 8 51
		2 45	f 4 49	f 8 59
		2 50	f 4 58	f 9 07
		2 55	f 5 07	f 9 15
		3 00	f 5 16	f 9 23
		3 05	f 5 25	f 9 31
		3 10	f 5 34	f 9 39
		3 15	f 5 43	f 9 47
		3 20	f 5 52	f 9 55
		3 25	f 6 01	f 10 03
		3 30	f 6 10	f 10 11
		3 35	f 6 19	f 10 19
		3 40	f 6 28	f 10 27
		3 45	f 6 37	f 10 35
		3 50	f 6 46	f 10 43
		3 55	f 6 55	f 10 51
		4 00	f 7 04	f 10 59
		4 05	f 7 13	f 11 07
		4 10	f 7 22	f 11 15
		4 15	f 7 31	f 11 23
		4 20	f 7 40	f 11 31
		4 25	f 7 49	f 11 39
		4 30	f 7 58	f 11 47
		4 35	f 8 07	f 11 55
		4 40	f 8 16	f 12 03
		4 45	f 8 25	f 12 11
		4 50	f 8 34	f 12 19
		4 55	f 8 43	f 12 27
		5 00	f 8 52	f 12 35
		5 05	f 9 01	f 12 43
		5 10	f 9 10	f 12 51
		5 15	f 9 19	f 12 59
		5 20	f 9 28	f 13 07
		5 25	f 9 37	f 13 15
		5 30	f 9 46	f 13 23
		5 35	f 9 55	f 13 31
		5 40	f 10 04	f 13 39
		5 45	f 10 13	f 13 47
		5 50	f 10 22	f 13 55
		5 55	f 10 31	f 14 03
		6 00	f 10 40	f 14 11
		6 05	f 10 49	f 14 19
		6 10	f 10 58	f 14 27
		6 15	f 11 07	f 14 35
		6 20	f 11 16	f 14 43
		6 25	f 11 25	f 14 51
		6 30	f 11 34	f 14 59
		6 35	f 11 43	f 15 07
		6 40	f 11 52	f 15 15
		6 45	f 12 01	f 15 23
		6 50	f 12 10	f 15 31
		6 55	f 12 19	f 15 39
		7 00	f 12 28	f 15 47
		7 05	f 12 37	f 15 55
		7 10	f 12 46	f 16 03
		7 15	f 12 55	f 16 11
		7 20	f 13 04	f 16 19
		7 25	f 13 13	f 16 27
		7 30	f 13 22	f 16 35
		7 35	f 13 31	f 16 43
		7 40	f 13 40	f 16 51
		7 45	f 13 49	f 16 59
		7 50	f 13 58	f 17 07
		7 55	f 14 07	f 17 15
		8 00	f 14 16	f 17 23
		8 05	f 14 25	f 17 31
		8 10	f 14 34	f 17 39
		8 15	f 14 43	f 17 47
		8 20	f 14 52	

WATER VALLEY DISTRICT—Canton to Water Valley.

PASSENGER TRAINS—NORTH BOUND.

FIRST CLASS.				
No. 34	No. 24	No. 6	No. 4	No. 2
LOCAL PASSENGER.	LOCAL PASSENGER.	NORTHERN EXPRESS.	CHICAGO LIMITED.	FAST MAIL.
Ar 10 40 AM		Ar 10 00 AM	Ar 10 40 AM	Ar 9 30 PM
Ar 7 25 AM		Ar 8 30 PM	Ar 7 25 AM	Ar 4 15 PM
Daily.	Daily.	Daily.	Daily.	Daily.
Ar 2 25 ⁵²		Ar 3 38 AM		
f 2 10		f 3 23		
f 1 57		f 3 11		
f 1 42		f 2 56		
f 1 29		f 2 41		
f 1 22	Ar 6 35 PM	f 2 32 ¹	Ar 5 20 PM	Ar 3 25 AM
f 12 54 ⁵¹	f 6 27	f 2 17	f 5 12	f 3 15
f 12 46 ^{53, 55}	f 6 21	f 2 10	f 5 08	f 3 08
f 12 35 ⁵⁴	f 6 14	f 2 01	f 5 03	f 3 00 ¹
f 12 28	f 6 06	f 1 52	f 4 56	f 2 52
f 12 15	f 5 58	f 1 44	f 4 51	f 2 40
f 12 09 ⁵²	f 5 52	f 1 37	f 4 46	f 2 42
f 11 59	f 5 44	f 1 29	f 4 40	f 2 36
f 11 52	f 5 36	f 1 18	f 4 33	f 2 30
f 11 47	f 5 31	f 1 12	f 4 28	f 2 26
f 11 39	f 5 23	f 1 03 ⁷¹	f 4 23	f 2 18
f 11 28	f 5 12	f 12 53 ⁵³	f 4 16	f 2 10
f 11 20	f 5 06	f 12 45 ⁴	f 4 10	f 2 04
f 11 18 ^{50, 51}	f 4 55	f 12 34	f 4 02 ⁵¹	f 1 55 ^{71, 55}
f 10 59	f 4 48	f 12 26	f 3 57	f 1 50
f 10 46	f 4 39 ⁵¹	f 12 16	f 3 49	f 1 41
f 10 31	f 4 28	f 12 01 AM	f 3 38 ⁵³	f 1 30 ⁵
f 10 15	f 4 12 ⁵³	f 11 47	f 3 29	f 1 19
f 10 06	f 4 02	f 11 39	f 3 23	f 1 13 ⁵⁴
f 9 59	f 3 55	f 11 33	f 3 18 ⁵³	f 1 08
Ar 9 50 AM	Ar 3 45 ^{52, 53}	Ar 11 20 PM	Ar 3 10 PM	Ar 1 00 AM
Daily.	Daily.	Daily.	Daily.	Daily.
Ar 3 00 AM	Ar 7 30 AM	Ar 4 30 PM	Ar 9 15 AM	Ar 7 10 PM
No. 34	No. 24	No. 6	No. 4	No. 2

D—INDICATE DAY TRAIN ORDER OFFICE.

N—INDICATE NIGHT AND DAY TRAIN ORDER OFFICE.

NO—INDICATE NIGHT ONLY TRAIN ORDER OFFICE.

FREIGHT TRAINS—NORTH BOUND.

TIME TABLE

No. 37.

Taking Effect
May 1, 1910.

STATIONS.

CHICAGO
ST LOUIS

Miles from
New Orleans

Miles from
Canton

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ABERDEEN DISTRICT—Between Aberdeen Junction and Aberdeen.

TRAINS—SOUTH BOUND.

TRAINS—NORTH BOUND.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.			TIME TABLE No. 37. Taking Effect May 1, 1910.			FIRST CLASS.			SECOND CLASS.			THIRD CLASS.			
No. 291						No. 235		No. 203		STATIONS			No. 204		No. 234		No. 272		No. 292		
LOCAL FREIGHT.						PASSENGER.		PASSENGER.		Miles from Durant.			PASSENGER.		PASSENGER.		FREIGHT.		LOCAL FREIGHT.		
Except Sunday.						Daily.		Daily.		Miles from Durant.			Daily.		Daily.		Daily.		Except Sunday.		
Lv 6 00 AM						Lv 3 00 PM	Lv 6 40 AM						Ar 8 45 PM	Ar 11 25 AM	Ar 10 20 AM						Ar 4 10 PM
6 15						f 3 14	f 6 54	10	343.77	D ABERDEEN	108.02	40	f 8 28	f 11 11	10 05						3 40
6 35						s 3 24	s 7 04	10	337.79	BINFORD	102.04	12	s 8 18	s 11 01	9 50						3 24
7 02						s 3 44	s 7 22	20	333.74	STURGES	98.09	28	s 8 00	s 10 43	9 25						3 08
7 47						f 3 57	f 7 35	16	327.13	N WEST POINT	91.99	35	f 7 47	f 10 29	8 50						2 52
7 55						s 4 02	s 7 39	8	322.36	MULDBOW	87.21	17	s 7 42	s 10 25	8 40						2 44
8 22						s 4 18	s 7 55	20	320.05	OSBORN	84.00	25	s 7 25	s 10 11	8 22						2 37
9 19						s 4 35	s 8 11	20	313.11	D STARKVILLE	77.06	41	s 7 07	s 9 54	7 15						2 20
9 44						s 4 44	s 8 20	10	305.77	D LONGVIEW	70.02	48	s 6 58	s 9 44	7 00						2 04
10 05						s 4 54	s 8 31	19	301.80	BRADLEY	66.95	57	s 6 47	s 9 33	6 40						1 56
10 45						5 12	8 48	30	296.07	D STURGES	61.92	66	s 6 29	s 9 16	6 10						1 38
11 25						s 5 15	s 8 51	4	292.33	TUCKER	54.12	74	s 6 26	s 9 13	6 05						1 20
11 40						s 5 25	s 9 03	10	288.33	N ACKERMAN	52.12	82	s 6 16	s 9 03	5 55						1 05
12 01 PM						s 5 35	s 9 18	18	282.21	FENTRESS	50.06	90	s 6 04	s 8 49	5 15						9 49
12 30						s 5 49	s 9 27	18	280.65	D WEBB	45.49	98	s 5 49	s 8 38	4 55						9 27
1 00						s 6 09	s 9 46	20	274.81	D MC CORMICK	39.55	106	s 5 38	s 8 11	4 30						9 02
1 50						s 6 29	s 10 05	20	271.81	D ETHEL	36.01	114	s 5 08	s 7 52	3 55						8 32
2 10						f 6 44	f 10 20	20	266.67	D KOSBERO	31.22	122	f 4 50	f 7 35	3 30						8 02
2 35						s 6 55	s 10 31	18	262.67	MC ADAMS	14.67	130	s 4 40	s 7 25	3 10						7 34
Ar 3 00 PM						Ar 7 15 PM	Ar 10 49 AM	20	246.20	D SALT SPRING	10.10	138	Lv 4 32 PM	Lv 7 07 AM	Lv 2 45 AM						7 07
									99.00	D ABERDEEN JUNCTION	3.10	146									6 40 AM
Except Sunday.						Daily.	Daily.			N DURANT			Daily.	Daily.	Daily.						Except Sunday.
Ar 3 15 PM						Ar 7 25 PM	Ar 10 59 AM	10	241.45				Lv 4 15 PM	Lv 7 00 AM	Lv 2 30 AM						Lv 6 30 AM
No. 291						No. 235	No. 203						No. 204	No. 234	No. 272						No. 292

D—INDICATE DAY TRAIN ORDER OFFICE.

N—INDICATE NIGHT AND DAY TRAIN ORDER OFFICE.

NO—INDICATE NIGHT ONLY TRAIN ORDER OFFICE.

SPECIAL INSTRUCTIONS.

D 1. All Northbound trains are superior to trains of the same class in the opposite direction.

D 2. Trains in the same direction must be spaced ten (10) minutes apart, except where the movements are controlled by some form of block signal.

D 3. Train Registers are kept at Aberdeen, Ackerman and Durant. See Rule 513.

D 4. Second and inferior class trains and extras must run carefully through the yard limits at Aberdeen, West Point, Ackerman, Kosciusko, and Durant, expecting to find the main track occupied. In case of accident, the responsibility rests with the approaching train. It is further expected and required of men in charge of trains occupying main track within yard limits that they protect their trains during fog, storms or other bad conditions, as well as where the curvature is sharp and view is thereby obstructed, and they will be held responsible if they fail to exercise reasonable precaution in thus protecting their trains under circumstances such as are indicated herein. While this divides the responsibility, it will not relieve trainmen and enginemen of approaching trains from the proper observance of special instructions referred to above. At other stations Rules 90 (b) and 99 will govern.

D 5. Trains Nos. 203, 204, 234 and 235 will stop on signal to receive or discharge passengers at Boyett (mile 7), Plantation (mile 27), Gladys (mile 54), Fulkner (mile 56), Patrick (mile 81) and White (mile 97).

The following signs placed before figures in schedule for passenger trains indicate: s, stop; f, flag.

D 6. Trains Nos. 291 and 292 are the only freight trains allowed to carry passengers.

D 7. Trains 291 and 292 will permit extra trains to pass and run ahead when overtaken.

D 8. Railroad Crossings.—N. O. M. & C. Railroad, Ackerman; Southern Railroad and Mobile & Ohio Railroad, West Point; St. L. & S. F. Railroad, Aberdeen. See Rule 95 (b).

D 9. Water Stations. Aberdeen, West Point, Sturges, Ackerman, Ethel and Durant. See Rule 90 (b).

D 10. Coal Stations. Aberdeen, Ackerman and Durant. See Rule 90 (b).

D 11. Bulletin Boards.—Durant, Ackerman and Aberdeen.

D 12. Standard Clocks.—Durant.

D 13. Train Order Signals.—Nann Signals are used for train orders at telegraph stations. Red indicates stop; Green, proceed.

D 14. Extract from the 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.

Aberdeen District trains between Durant and Aberdeen Junction will move in accordance with Water Valley District schedules.

Business Tracks Not Shown as Stations on Time Table.

Gladys..... between Ethel and Muldbow
 Hugh..... Sturges and Longview
 Patrick..... Kosciusko and Durant

RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS OVER PRINCIPAL GRADES ON MISSISSIPPI DIVISION.
CLASS OF ENGINES AND CAPACITY IN TONS.

		1800 CLASS Nos. 1851 to 1868 inclusive		400 CLASS Nos. 401 to 519 inclusive		601 CLASS Nos. 603 to 638 inclusive		1700 CLASS Nos. 1701 to 1761 inclusive		1 CLASS Nos. 1 to 63 inclusive		541 and 651 CLASS Nos. 651 to 755 inclusive Nos. 541 to 598 inclusive		801 CLASS Nos. 801 to 840 inclusive and 1, 8, 1 to 8 inclusive	
		Cylinders.....18 x 24 Diameter of Driving Wheels.....4 feet 8 1/2 inches		Cylinders.....19 x 26 Diameter of Driving Wheels.....4 feet 8 1/2 inches		Cylinders.....21 x 24 Diameter of Driving Wheels.....4 feet 8 1/2 inches		Cylinders.....19 x 24 Diameter of Driving Wheels.....4 feet 8 1/2 inches		Cylinders.....20 x 26 Diameter of Driving Wheels.....5 feet 2 inches		Cylinders.....20 x 26 Diameter of Driving Wheels.....4 feet 8 1/2 inches		Cylinders.....20 x 26 Diameter of Driving Wheels.....5 feet 2 inches	
FROM	TO	A	B	A	B	A	B	A	B	A	B	A	B	A	B
Frogmoo	Grand Junction	.....	.....	.....	.....	.....	.....	.....	540	.....	.....	1020	1100	1200	1250
Grand Junction	Water Valley	.....	.....	.....	.....	.....	.....	.....	540	.....	.....	1020	1130	1200	1450
Water Valley	Durant	810	900	950	1075	1050	1250	700	750	1150	1400	1350	1600	.....	.....
Durant	Canton	810	1060	950	1250	1050	1400	700	900	1150	1550	1350	1750	.....	.....
Memphis	Grenada	530	600	670	775	770	875	500	550	.....	.....	1000	1100	.....	.....
NORTHBOUND															
Grenada	Memphis	530	600	670	775	770	875	500	550	.....	.....	1000	1100	.....	.....
Canton	Water Valley	750	900	900	1125	1050	1250	700	800	1150	1400	1250	1550	.....	.....
Water Valley	Frogmoo	.....	.....	.....	.....	.....	.....	.....	540	.....	.....	1020	1100	1200	1350

ABERDEEN DISTRICT.

		1800 CLASS Nos. 1851 to 1868 inc.	1300 CLASS Nos. 1307 to 1322	251 CLASS Nos. 251 to 262	1700 CLASS Nos. 1701 to 1761 inc.
		Cylinders.....18 x 24 Wheels.....4 feet 8 1/2 inches	Cylinders.....17 x 24 Diameter of Driving Wheels.....5 feet 3 inches	Cylinders.....18 x 24 Diameter of Driving Wheels.....4 feet 8 inches	Cylinders.....18 x 24 Diameter of Driving Wheels.....4 feet 8 1/2 inches
FROM	TO				
Durant	Aberdeen	750	490	630	630
SOUTHBOUND					
Aberdeen	Durant	725	450	550	550

Kind of Car	Length	Capacity in Tons	Tare Weight	Kind of Car	Length	Capacity in Tons	Tare Weight
Box	Misc.	15	10 Tons	Coal	54	20	11 Tons
"	30	11	"	"	50	20	12 "
"	32	20	12 "	"	28	25	13 "
"	34	20	13 "	"	30	25	14 "
"	35	20	15 "	"	30	25	15 "
"	34	25	13 "	"	34	20	12 "
"	35	25	14 "	"	35	25	13 "
"	34	30	15 "	"	36	25	14 "
"	35	30	15 "	"	34	30	15 "
"	36	40	18 "	"	34	30	15 "
"	40	40	18 "	"	35	30	13 "
"	40	40	18 "	"	36	40	15 "
Furniture	38	25	15 "	Ballast	34	20	11 "
"	40	25	15 "	"	32	30	11 "
"	40	30	16 "	"	32	40	18 "
"	42	30	18 "	"	40	40	18 "
"	45	30	18 "	Tank Car	.....	.....	.....
"	50	30	18 "	Caboose Cars	.....	.....	.....
Barrel	40	25	16 "	Steam Shafts	.....	.....	.....
Stock	Misc.	14	10 "	Derricks	.....	.....	.....
"	20	20	12 "	Tie Drivers	.....	.....	.....
"	24	20	12 "	Tool Cars	.....	.....	.....
"	35	30	13 "	"	Loaded	.....	.....
"	34	25	13 "	"	Empty	.....	.....
"	35	25	14 "	Coaches	44 feet	.....	.....
"	36	30	16 "	"	.....	.....	.....
"	38	30	16 "	"	.....	.....	.....
Fruit	Misc.	14	12 "	"	.....	.....	.....
"	30	20	12 "	"	.....	.....	.....
"	34	20	13 "	"	.....	.....	.....
"	35	25	17 "	Baggage	30	.....	.....
Refrigerators	Misc.	14	13 "	"	60	.....	.....
"	29	20	16 "	Postal	50	.....	.....
"	35	20	18 "	"	50	.....	.....
"	35	25	17 "	Baggage Mail & Express	45	.....	.....
"	35	30	20 "	"	48	.....	.....
Flat	Misc.	14	9 "	"	50	.....	.....
"	30	20	9 "	"	50	.....	.....
"	32	30	10 "	"	50	.....	.....
"	34	30	10 "	"	50	.....	.....
"	35	20	10 "	"	50	.....	.....
"	34	25	10 "	"	50	.....	.....
"	35	25	10 "	"	50	.....	.....
"	35	25	10 "	"	50	.....	.....
"	40	40	14 "	"	50	.....	.....
Coal	Misc.	15	9 "	Chair Cars (Vestibule)	70	.....	.....
"	28	20	10 "	"	60	.....	.....
"	28	20	10 "	"	60	.....	.....
"	30	20	10 "	Buffet Library Cars	70	.....	.....
"	32	20	11 "	Dining Cars	70	.....	.....
"	32	20	11 "	Sleepers (Old Style)	.....	.....	.....
"	33	20	11 "	"	.....	.....	.....
"	33	20	11 "	"	.....	.....	.....

- Rating "A" is for Manifest, Stock and Perishable Freight. Special Manifest Rating as follows: 541 and 651 Class Engines. No. 52 and Banana Trains, 900 tons - Water Valley to Frogmoo.
- Rating "B" is for dead freight.
- Principal grades are as follows:

SOUTHBOUND	NORTHBOUND
Between	Between
Shandy and Bolivar	Canton and Davis
Hudsonville and Holly Springs	Velma and Water Valley
Abbeville and College Hill	Taylor and Oxford
Water Valley and Velma	Malone and Gilton
Esbridge and Sawyer	Michigan City and Grand Junction
Way and Davis	Shandy and Toone
Neiditt and Hernando	Hardy and Scooby
Batesville and Courtland	Tallahatchie and Sardis
	Love and Hernando
- The above ratings are over the principal grades under ordinary conditions. Trains having fifteen tons more or less than the established rating are considered as having full tonnage over such grades.
- When one-half or more of a full train consists of empty cars, five tons must be added to stenciled light weight of each empty car, for wheel friction; when less than one-half of the train is empty, no allowance will be made for wheel friction.
- Agents and Yard Masters at District Terminals must, unless otherwise instructed, know that trains are forwarded with full tonnage.
- Conductors must know that their trains contain full tonnage over principal grades, and conductors of dead freight trains must, unless otherwise instructed, haul additional tonnage when offered, between the following points:

NORTHBOUND	SOUTHBOUND
Winona and Grenada	Holly Springs and Water Valley
Hernando and Memphis	Winona and Canton
Kosciusko and Aberdeen	Hernando and Batesville
	Ackerman and Durant

- When an engine is unable to handle rating, engineman must wire Trainmaster number of tons to be reduced, and why such reduction is necessary.
- Trainmasters will determine tonnage to be handled when weather or other conditions are unfavorable.
- Maximum car rating will be 65 cars per train.
- New engines, or engines just out of shops after general repairs, or those that are in poor condition and unable to haul above rating, will be bulletined and temporary rating for such engines assigned.
- When way-bills of loaded cars do not show weight of contents use capacity of car. For example: To estimate weight of carload of coal in car of 60,000 pounds capacity; contents 60,000 pounds, stenciled weight of car 26,000 pounds, 43 tons gross. Coke, 10,000 pounds less than stenciled capacity of car. Example: In 60,000 pounds capacity car, contents 60,000 pounds; stenciled weight of car 26,000 pounds, 38 tons gross. Contents of merchandise cars, will be estimated at 10,000 pounds per car, and will hold this weight through to destination. Example: 60,000 pounds capacity car, contents 10,000 pounds, stenciled weight of car 36,000 pounds, 18 tons gross.
- When miscellaneous cars or empty cars, not stenciled, are hauled without way-bills, use the following table of tare weights to show tons gross:

SURGICAL DEPARTMENT.

May 1, 1910.

JNO. E. OWENS, M. D., Chief Surgeon, Chicago.
 T. F. RANNEY, M. D., Assistant Chief Surgeon, Chicago.
 L. H. KELLOGG, Chief Claim Agent, Chicago.
 H. B. HULL, Assistant Chief Claim Agent, Memphis, Tenn.
 J. L. SCOTT, Claim Agent, Grenada, Miss.

INSTRUCTIONS GOVERNING NUMBER OF AIR BRAKE CARS IN FREIGHT TRAINS.

When the make up of freight trains in accordance with Rule 484 will permit, all of the available air brake cars must be connected and in use.

When provisions of Rule 484 will not permit the use of all the air brakes, at least seventy-five per cent. of the cars in the train must be equipped with air brakes and in use.

When necessary to cut out air brakes on account of defects or otherwise, it must be done at the cross-over pipe, not at the angle cocks, so as to give a straight train line and obtain the benefit of air brakes in case of train parting.

When it is not practicable to cut out at cross-over pipes, car must be switched out and placed with the non-air cars.

Engineers must be notified by the trainmen, and know before commencing trip, the total number of cars in their train and the number of air brake cars in use.

GRENADA DISTRICT.

Memphis	E. MALONE, M. D.	District Surgeon.
<i>Dr. Malone's jurisdiction extends from Memphis to Grenada.</i>		
Memphis	W. H. RALPHIN, M. D.	Local Surgeon
Harrods	W. S. WEISSINGER, M. D.	" "
Coldwater	J. J. WILSON, Jr., M. D.	" "
Senatobia	J. E. ROSEBOROUGH, M. D.	" "
North	J. WRIGHT, M. D.	" "
	E. WRIGHT, M. D.	" "
Reynolds	S. F. LESTER, M. D.	" "
Copeland	J. G. POU, M. D.	" "
East	A. A. WHEATT, M. D.	" "
Northey	W. E. JINKINS, M. D.	" "
Hardy	A. MARTIN, M. D.	" "
Grenada	J. W. YOUNG, M. D.	" "

JACKSON DISTRICT.

Jackson	J. A. CROOK, M. D.	District Surgeons.
<i>Dr. Crook's jurisdiction extends from Jackson, Tenn., to Grand Junction, Tenn.</i>		
Madison	G. LACEY, M. D.	Local Surgeon
Bellevue	JAMES J. NEELY, M. D.	" "
	B. W. TATE, M. D.	" "
Grand Junction	T. E. FLEWITT, M. D.	" "
Libby Springs	R. A. SEALE, M. D.	" "
Aberdeen	A. J. GREEN, M. D.	" "
Osborn	F. W. HOWLAND, M. D.	" "
Water Valley	J. C. ARMSTRONG, M. D.	District Surgeon
<i>Dr. Armstrong's jurisdiction extends from Grand Junction, Tenn., to Winona, Miss.</i>		

WATER VALLEY DISTRICT.

Water Valley	J. C. ARMSTRONG, M. D.	District Surgeon.
<i>Dr. Armstrong's jurisdiction extends from Grand Junction, Tenn., to Winona, Miss.</i>		
Coffeeville	B. B. SAYLE, M. D.	Local Surgeon.
Grenada	J. W. YOUNG, M. D.	" "
Duck Hill	G. Y. GILLESPIE, M. D.	" "
Winona	T. R. TROTTER, M. D.	" "
Valden	J. W. BARKSDALE, M. D.	" "
West	J. S. ROSAMOND, M. D.	" "
Durant	R. E. HOWARD, M. D.	" "
Goodman	F. E. GULLEDGE, M. D.	" "
Pickens	W. S. GUYTON, M. D.	" "
Canton	CHAS. S. PRIESTLY, M. D.	District Surgeon.
<i>Dr. Priestly's jurisdiction extends from Winona to Canton.</i>		

ABERDEEN DISTRICT.

Canton	CHAS. S. PRIESTLY, M. D.	District Surgeon.
<i>Dr. Priestly's jurisdiction extends from Winona to Canton.</i>		
Brilliant, Ala.		Local Surgeon
Aberdeen	J. M. GREENE, M. D.	" "
	B. H. DURLEY, M. D.	" "
West Point	T. G. IVY, M. D.	" "
Starkville	J. B. MONTGOMERY, M. D.	" "
Sturges	D. H. THOMAS, M. D.	" "
Ackerman	J. D. WEEKS, M. D.	" "
Weir	W. C. LINCII, M. D.	" "
Kosciusko	C. F. CARNES, M. D.	" "
<i>Dr. Greene may be called to any point on Aberdeen District.</i>		

When passengers or employes are injured, and require treatment, the nearest company surgeon will be called.
 When absolutely necessary, outside surgeons may be called, but, as far as possible, only to give first aid. They must be so informed at the time.

LOCATION OF HOSPITALS.

Jackson, Tenn. Canton, Miss. Kosciusko, Miss. Memphis, Tenn.

DIVISION OFFICERS.

J. G. NEUDORFER..... Superintendent, Water Valley.
 A. D. CAULFIELD..... Train Master, Water Valley (Water Valley and Grenada Districts).
 B. M. ALFORD..... Train Master, Water Valley (Jackson District).
 C. H. HAMMOND..... Supervisor Trains and Track, Durant (Aberdeen and Winfield Districts).
 W. A. FAYOR..... Chief Train Dispatcher, Water Valley.
 L. K. BUTLER..... Assistant Chief Train Dispatcher, Water Valley.