

The Yazoo & Mississippi Valley Railroad Company.

VICKSBURG DIVISION

Cleveland and Vicksburg, Coahoma and Rolling Fork,
Yerger and Moore, Rosedale and Dockery.

TIME TABLE No. 10.

Taking Effect at 12.00 o'clock Noon, Sunday, May 18, 1902.

SUPERSEDING TIME TABLE No. 9, DATED APRIL 13, 1902.

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.

M. GILLEAS,

3d Vice-President and Gen'l Superintendent,
MEMPHIS, TENN.

J. B. KEMP,

Superintendent,
GREENVILLE, MISS.

*Correct
J. B. Kemp
Superintendent*

CLEVELAND DISTRICT—Vicksburg to Cleveland.

PASSENGER TRAINS—NORTH BOUND.

FIRST CLASS.

No. 126	No. 46	No. 40	No. 36	No. 26	No. 6	Miles from New Orleans
LOCAL MAIL.	MIXED.	MIXED.	GREENVILLE ACCOMMODATION.	MEMPHIS EXPRESS.	SOUTHERN EXPRESS.	
				Ar 6 00 PM	Ar 6 55 AM	455.0
Daily.	Except Sunday.	Daily.	Daily.	Daily.	Daily.	
	Ar 4 55 PM Lv 4 45 PM			Ar 12 25 PM	Ar 3 35 AM	343.0
				8 12 20	8 3 30	340.0
				f 12 10 PM	8 3 22	336.0
				8 11 55	f 3 10	331.5
				8 11 43	3 02	327.5
				8 11 32	2 53	323.5
				8 11 15	8 2 40	317.5
		Ar 7 55 AM	Ar 6 45 PM	8 11 10 ⁰⁵	Lv 2 25 AM	310.0
						315.2
		8 7 42	8 6 30	8 10 58 ⁵⁹		311.8
		8 7 23	8 6 18	8 10 43 ⁰⁶		306.0
		8 7 13 ³³	8 6 08	8 10 32		302.4
		8 7 03	8 5 58 ⁴⁶	8 10 22		298.8
		Lv 6 50 AM	8 5 47	8 10 10		294.3
			8 5 39	8 10 00		291.2
			8 5 30	8 9 53		288.1
			8 5 20	8 9 42		284.4
Ar 9 25 AM			8 5 09	8 9 30	Ar 12 35 AM	280.4
Lv 9 20 ⁰⁰ AM			8 5 05 ^{20 120}	8 9 25 ¹²⁰	8 12 30	278.8
			8 4 55	8 9 05	12 22	275.0
			8 4 45	8 8 55	12 15	271.1
			8 4 35	8 8 45 ³⁵	12 07 AM	267.1
			8 4 24	8 8 35	11 59	262.8
			8 4 10	8 8 22	11 49	257.2
			8 3 53	f 8 05	11 38	251.0
			8 3 40	8 7 53 ⁰⁸	11 27	245.6
			8 3 33 ⁰⁷	f 7 47 ⁰⁷	11 23	243.2
			8 3 20	f 7 35	11 14	237.7
			Lv 3 15 ^{59.58} PM	Lv 7 30 AM	Lv 11 10 PM	235.6
Daily.	Except Sunday.	Daily.	Daily.	Daily.	Daily.	
				Lv 10 15 PM	Lv 3 45 PM	

TIME TABLE

No. 10.

Taking Effect
May 18, 1902.

STATIONS.

MEMPHIS

NEW ORLEANS

FREIGHT TRAINS—NORTH BOUND.

SECOND CLASS.

No. 58

MANIFEST FREIGHT.

Ar 7 00 AM

Daily.

No. 58

THIRD CLASS.

No. 76

FREIGHT.

Ar 5 30 AM

Daily.

No. 76

No. 96

LOCAL FREIGHT.

Ar 3 45 PM

Except Sunday.

No. 96

No. 98

LOCAL FREIGHT.

Ar 3 45 PM

Except Sunday.

No. 98

No. 198

LOCAL FREIGHT.

Ar 12 40 PM

Except Sunday.

No. 198

D—DAY TELEGRAPH STATIONS.

N—NIGHT AND DAY TELEGRAPH STATIONS.

Business Tracks Not Shown as Stations on Time Table.

Dean	between Shaws and Choctaw	Mile 126
Head	“ Helm and Elizabeth	“ 134
Welmot	“ Burdette and Arcola	“ 147
Cook	“ Arcola and Estill	“ 152
Binella	“ Hollondale and Percy	“ 168
Cameron	“ Nitta Yuma and Anguilla	“ 168
Onward	“ Blanton and Smede	“ 191
Walsh	“ Valley Park and Flowerree	“ 203
Katzenmeyer	“ Flowerree and Redwood	“ 206

LEVE

RAINS-SOU

SS.

No. 95

LOCAL FREIGHT.

THRU FREIGHT.

at Sunday.

10 AM

12 05

12 13

12 25

12 42

12 55

1 10

1 30

2 00

2 20

2 50

3 05

3 20

3 40

3 53

4 05

4 20

4 35

4 45

5 00

5 18

5 35

5 55

6 20

6 50

7 15

7 35

7 47

8 05

Ar 8 15 AM

at Sunday.

95

No. 87

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Rolling Fo

main track

RIVERSIDE DISTRICT—Coahoma to Riverside Junction

FREIGHT TRAINS—SOUTH BOUND.

THIRD CLASS.		SECOND CLASS.		Miles from Coahoma	TIME TABLE No. 10. Taking Effect May 18, 1902. STATIONS.	Distance between Stations for South Bound Freight Trains.
No. 197 LOCAL FREIGHT.	No. 191 LOCAL FREIGHT.	No. 143 MIXED.	No. 141 MIXED.			
Except Sunday.	Except Sunday.	Daily.	Daily.		MEMPHIS	
	Lv 7 00 AM			26 0.4	N COAHOMA	
	7 40			18 9.0	D FRIARS' POINT	0.4
	8 05			8 11.3	D DICKERSON	3.2
	8 15			10 14.0	D STOVALL	1.7
	8 35			17 16.3	D MCLEMORE	2.7
	8 55			17 22.6	D SHERARD	4.3
	9 25			17 27.0	D GREEN GROVE	4.3
	9 55			16 31.1	D HILLHOUSE	4.4
	10 15			8 32.9	D LITTLE	4.1
	10 30				D ROUND LAKE	1.8
	10 45			9 35.0	D DEESON	2.1
	11 10			10 39.6	D PERTSHIRE	4.6
	11 35			12 42.5	D GUNNISON	2.9
	11 59 ¹⁹²			18 47.0	D WRIGHT	4.5
	12 50 ^{PM 120}			13 50.3	D ROSEDALE	3.3
	1 30			21 55.7	D BEULAH	5.4
	2 07 ¹²³			20 60.8	D LOBDELL	5.1
	2 30			12 63.7	D DAHOMEY	2.9
	3 00			8 66.9	D BENOIT	2.2
	3 30			22 71.5	D SCOTT	5.6
	4 00			16 75.4	D LAMONT	3.9
	4 20			11 78.4	D WINTERVILLE	3.0
	4 55			17 82.7	D WILCZINSKI	4.3
				83.1	D GREENVILLE JCT	0.4
	Lv 7 00 AM	Ar 11 50 AM	Lv 8 20 AM	18 87.3	N GREENVILLE	4.9
	Ar 5 30 PM	11 55	8 25			
		Ar 12 05 PM	Ar 8 35 AM			
	7 30			21 92.3	D SOU. RY. CROSS	0.7
	8 00			19 97.2	D SWIFTWATER	4.3
	8 20			10 100.0	D WAYSIDE	4.9
	8 50			23 106.0	D AVON	2.8
	9 15			14 109.3	D LONGWOOD	6.0
	9 48 ¹²⁶			22 114.8	D ERWIN	3.3
	10 30			14 118.4	D HAMPTON	5.5
	Ar 11 05 AM			27 125.1	D GRACE	3.6
Except Sunday.	Except Sunday.	Daily.	Daily.		RIVERSIDE JUNC.	6.7
				126.7	N. ROLLING FORK	1.6

PASSENGER TRAINS

No. 5 No. 123 No. 135

SOUTHERN EXPRESS LOCAL MAIL

Lv 7 10 PM Lv 8 30 AM

Daily. Daily.

Lv 11 25 AM

8 11 40

8 11 48

8 11 53

8 11 57

8 12 08 PM

8 12 20

8 12 30

8 12 40

8 12 45

8 12 50

8 1 00¹⁹²

8 1 10¹²⁶

8 1 20

8 1 28

8 1 40

8 1 45

8 2 07¹⁹¹

8 2 15

8 2 20

8 2 33

8 2 43

8 2 50

8 3 00

Lv 11 26 PM

3 02

8 3 18

11 52

8 3 32

12 02 AM

8 3 44

12 07

8 3 52¹⁹⁵

12 18

8 4 07

12 26

8 4 16

12 38

8 4 30

12 48

8 4 40

Ar 1 05 AM

Ar 4 55 PM

Daily.

Daily.

No. 5 No. 123 No. 135

D-DAY TELEGRAPH STATIONS

N-NIGHT AND DAY TELEGRAPH STATIONS.

SPECIAL INSTRUCTIONS.

C 1. Between Rolling Fork and Riverside Junction trains will be governed by the Cleveland District Time Table.

C 2. All North-bound trains are superior to trains of the same class in the opposite direction.

C 3. Train Register Books are kept in Telegraph offices at Coahoma, Lamont, Greenville Jct., Greenville, and Rolling Fork. See Rule 613.

C 4. Second and inferior class trains must run carefully through the yard limits at Coahoma, Rosedale, Lamont, Wilczinski, Greenville, and Rolling Fork, expecting to find the main track occupied. In case of

accident the responsibility rests with the approaching train. At other stations Rules 90 (b) and 99 will govern.

C 5. Trains Nos. 123 and 135 will stop on signal to receive or discharge passengers at Armistead, Session, McLemore, Rena Lara, Bruton, Nicholson, Nugent, James, Caldwere, Reiser, Spencer, Booth, Lorenzen.

C 6. Southbound trains will stop before passing stop board north of Riverside Jc. Northbound trains will stop before passing stop board south of Wilczinski. See Rule 95.

Trains leaving Rolling Fork and Riverside Junction will sound four distinct blasts of the whistle, and proceed cautiously between these points.

C 7. The normal position of switch at Wilczinski

will be set for the West "Y" and at Greenville Jct. the normal position will be for Riverside District.

C 8. Railroad Crossings.—Southern Railway, Greenville. See Rule 95 (b).

C 9. Water Stations.—Coahoma, Rena Lara, Rosedale, Scott, Greenville and Longwood. See Rule 90 (b). All water stations are regular stops for all trains.

C 10. Coal Station.—Coahoma. See Rule 90 (b).

C 11. Bulletin Boards.—Train Master's office, Greenville, and telegraph offices, Coahoma and Rolling Fork.

C 12. Standard Clock

C 12. Train

registers

at

at

RIVERSIDE DISTRICT - Riverside Junction to Coahoma.

PASSENGER TRAINS - NORTH BOUND.

TIME TABLE

No. 10.

Taking Effect
May 18, 1902.

STATIONS.

MEMPHIS

FREIGHT TRAINS - NORTH BOUND.

SECOND CLASS.

THIRD CLASS.

No. 142

No. 144

No. 192

No. 198

FIRST CLASS.				Miles from Memphis	Miles from Riverside Junction	Miles from Coahoma	STATIONS.													
No. 140	No. 136	No. 126	No. 6				No. 142	No. 144	No. 192	No. 198										
MIXED.	VICKSBURG ACCOMMODATION.	LOCAL MAIL.	NORTHERN EXPRESS.				MIXED.	MIXED.	LOCAL FREIGHT.	LOCAL FREIGHT.										
		Ar 6 00 PM	Ar 6 55 AM																	
Except Sunday.	Daily.	Daily.	Daily.																	
		Ar 8 05 PM		109.1	N	COAHOMA	0	0.4	0.0			Ar 5 00 PM								
		8 24 47		110.7	D	PRIOR'S POINT	0	0.0	0.0			4 35								
		8 2 30		112.2		DICKERSON		1.7	0			4 00								
		8 2 33		112.8		STOVALL		2.7	1.0			3 45								
		8 2 35		111.1		MCLEMORE		4.0	1.7			3 30								
		8 2 15		100.0	D	SHERARD		4.0	1.7			3 15								
		8 2 08		108.0	D	GREEN GROVE		4.4	1.7			3 00								
		8 1 50		00.1	D	HILLHOUSE		4.1	1.0			2 45								
		8 1 39		04.0		LITTLE		1.0	0			1 55								
		8 1 34		00.0		ROUND LAKE		0.1	0			1 45								
		8 1 28	100	00.1	D	DEESON		4.0	1.0			1 28	100							
		8 1 17		00.0	D	PERTSHIRE		0.0	1.0			1 00	100							
		8 1 10	100	00.0	D	GUNNISON		4.0	1.0			12 35 PM								
		8 12 58		70.1		WRIGHT		0.0	1.0			11 59	100							
		8 12 50	100	74.0	D	ROSDALE		0.4	0.1			11 40								
		8 12 06	PM	00.4	D	BEULAH		5.1	2.0			11 05								
		8 11 59		04.3		LOBDELL		0.0	1.0			10 30								
		8 11 55		01.4		DAHOMEY		0.0	0			10 10								
		8 11 55		00.0	D	BENOIT		0.0	0.0			9 50								
		8 11 40		00.0		SCOTT		0.0	1.0			9 00								
		Ar 1 55 PM		40.7	D	LAMONT		0.0	1.1			8 30								
		8 1 45		40.7		WINTERVILLE		4.0	1.7			8 05								
		8 1 35		40.4	D	WILCZINSKI		0.4	1.0	Ar 10 00 AM	Ar 4 30 PM	7 35								
		1 30	Ar 6 20 AM	40.0		GREENVILLE JCT		4.0	4.0	9 50	4 25	7 15								
		Lv 1 20 PM	Lv 6 10 AM	37.0	N	GREENVILLE		0.7	0.1	Lv 9 40 AM	Lv 4 15 PM	Lv 7 00 AM	Ar 3 00 PM							
				37.1		SOU. RY. CROSSING		4.0												
				32.0		SWIFTWATER		4.0	1.0				4 30							
				27.0		WAYSIDE		2.0	1.0				4 10							
				20.1	D	AVON		0.0	0.0				3 52	100						
				19.1		LONGWOOD		0.0	1.4				3 15							
				15.0	D	ERWIN		0.5	0.0				3 00							
				10.0	D	HAMPTON		0.0	1.4				1 15							
				0.7	D	GRACE		0.7	0.7				1 10							
				1.0		RIVERSIDE JUNCTION		1.0					12 40 PM							
Except Sunday.	Daily.	Daily.	Daily.							Daily.	Daily.	Except Sunday.	Except Sunday.							
		Lv 9 20 AM	Lv 12 30 AM		N	ROLLING FORK							12 30 PM							
No. 140	No. 136	No. 126	No. 6							No. 142	No. 144	No. 192	No. 198							

D - DAY TELEGRAPH STATIONS N - NIGHT AND DAY TELEGRAPH STATIONS.

SPECIAL INSTRUCTIONS.

C 15. The track between the South "Y" switch on Riverside District and the East "Y" on the Leland District will be known as Greenville Junction.

C 16. Trains from Leland to Greenville scheduled by way of Wilczinski will use Leland District main track to Wilczinski. After working at station, will back down and proceed via Greenville Junction. Trains from Greenville to Leland scheduled via Wilczinski will go to Leland District via Greenville Junction and back to Wilczinski on main line of Leland District.

Business Tracks Not Shown as Stations on Time Table.

Long Lake	Between	Coahoma and Prior's Point	Miles
Aminion	"	Coahoma and Prior's Point	2
Beeson	"	Prior's Point and Dickerson	10
Finlay	"	McLemore and Sherard	24
Haugh	"	Sherard and Green Grove	20
Reis LAKE	"	Green Grove and Hillhouse	21
Bruton	"	Green Grove and Hillhouse	20
Eldridge	"	Hillhouse and Little	36
Nicholson	"	Beulah and Beulah	35
Christine	"	Beulah and Lobdell	35
Nugent	"	Benoit and Scott	37
Lake Vista	"	Benoit and Scott	30
Hanks	"	Winterville and Wilczinski	30
Jones	"	Avon and Longwood	100
Caldmere	"	Erwin and Hampton	111
Reas	"	Erwin and Hampton	124
Booth	"	Grace and Greenville Junction	125
Lorenz	"	Grace and Riverside Junction	130

LELAND DISTRICT—Between Yerger and Moore

TRAINS—SOUTH BOUND.					TIME TABLE No. 10. Taking Effect May 18, 1902.			TRAINS NORTH BOUND.		
SECOND CLASS.		FIRST CLASS.			Miles from Moore	Miles from Yerger	Miles from Leland	FIRST CLASS		
No. 441	No. 447	No. 5	No. 443	No. 435				No. 436	No. 440	No. 441
MIXED. Except Sunday.	MIXED. Daily.	SOUTHERN EXPRESS Daily.	MIXED. Daily.	VICKSBURG ACCOMMODATION Daily.				GREENVILLE ACCOMMODATION Daily.	MIXED Daily.	MIXED Daily.
	Lv 2 30 PM 2 40 Ar 2 50 PM								Lv 2 30 PM 2 30 Ar 2 00 PM	
	Lv 4 30 PM 4 33 S 4 45 S 4 55 Lv 5 10 PM	Lv 2 05 AM S 2 13 S 2 18 Ar 2 23 AM	Lv 10 00 AM 10 03 S 10 15 S 10 25 Ar 10 35 AM	Lv 6 20 AM S 6 26 S 6 30 Ar 6 35 AM				Ar 7 03 PM S 6 55 S 6 50 Lv 6 45 PM	Ar 8 15 PM 8 12 S 8 05 S 8 00 Lv 7 55 AM	
	5 30 5 50 Ar 6 30 PM									
Except Sunday.	Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.
No. 441	No. 447	No. 5	No. 443	No. 435				No. 436	No. 440	No. 441

D—DAY TELEGRAPH STATIONS. N—NIGHT AND DAY TELEGRAPH STATIONS.

KIMBALL LAKE DISTRICT—Between Rosedale and Dockery.

TRAINS—SOUTH BOUND				TIME TABLE No. 10 Taking Effect May 18, 1902.				TRAINS—NORTH BOUND			
SECOND CLASS		Miles from Rosedale	Distance between Stations for South Bound Trains.	Miles from Dockery	Distance between Stations for North Bound Trains.	Miles from Dockery	SECOND CLASS		Miles from Dockery	Distance between Stations for North Bound Trains.	Miles from Dockery
No. 649	No. 647						No. 646	No. 646			
MIXED. Except Sunday.	MIXED. Except Sunday.						MIXED. Except Sunday.				
Lv 3 00 PM 3 25 3 45 4 00 4 25 Ar 4 40 PM		24 23 12 16 13	6.3 12.2 10.1 20.7 24.3	6.3 5.9 3.8 3.6 4.8	6.3 5.9 3.8 3.6 4.8	24 23 12 16 17	Ar 10 45 AM 10 20 10 00 9 45 9 20 Lv 9 05 AM				
	Lv 7 00 AM 7 20 Ar 7 50 AM	17 12	20.2 32.4	3.2 3.2	3.2 3.2	19	Ar 9 00 AM 8 40 Lv 8 10 AM				
Except Sunday.	Except Sunday.						Except Sunday.				
No. 649	No. 647						No. 646			No. 646	

D—DAY TELEGRAPH STATIONS. N—DAY AND NIGHT TELEGRAPH STATIONS.

SPECIAL INSTRUCTIONS

- E 1. On Sundays trains 440 and 447 are cancelled between Leland and Moore.
- E 2. Between Wilczinski and Lamont trains will be governed by the Riverside District Time Table.
- E 3. All North-bound trains are superior to trains of the same class in the opposite direction.
- E 4. Train Register Books are kept in telegraph offices at Leland, Greenville Junction, Lamont, Dockery, Boyle and Rosedale. See Rule 613.
- E 5. Second and inferior class trains must run carefully through yard limits at Wilczinski, Lamont, Leland, Rosedale, Boyle and Dockery. In case of accident the responsibility rests with the approaching train. At other stations Rules 90 (b) and 90 will govern.
- E 6. Railroad Crossings.—Boyle and Southern Railway, Stoneville. See Rule 98 (b).
- E 7. Water Stations.—Leland, Rosedale and Cleveland. See Rule 90 (b).
- E 8. Coal Stations.—Leland and Cleveland. See Rule 90 (b).
- E 9. Bulletin Boards.—Leland, Rosedale and Boyle.
- E 10. Extract from Laws of Mississippi.—It shall be unlawful to back a train of cars or part of train or engine.

E 11. ...
E 12. ...
E 13. ...
E 14. ...
E 15. ...

SURGICAL DEPARTMENT.

MAY 18, 1902.

JNO. E. OWENS, M. D., Chief Surgeon, Office, General Offices, Chicago.
W. H. ALLPORT, M. D., Assistant Chief Surgeon, Chicago.
L. L. LOSEY, Chief Claim Agent, Office, Room 602, Central Station, Chicago.
F. Y. McGAVOCK, Claim Agent, Greenville, Miss.

VICKSBURG DIVISION.

Coahoma	T. A. CARDER, M.D.	Local Surgeon,	Rosedale	H. L. SUTHERLAND, M.D.	Local Surgeon.
Cleveland	L. B. SPARKMAN, M.D.	“ “	Deeson	J. C. BROOKS, M.D.	“ “
Shaw	J. GIBERT, M.D.	“ “	Greenville	R. S. TOOMBS, M.D.	“ “
Leland	E. F. TURNER, M.D.	“ “	Wayside	E. C. BLACKBURN, M.D.	“ “
Arcola	F. A. BIZZELL, M.D.	“ “	Rolling Fork	H. L. FLACKE, M.D.	“ “
Anguilla	J. C. HALL, M.D.	“ “	Blanton	G. T. DARDEN, M.D.	“ “
Friars Point	J. N. D. SHINKLE, M.D.	“ “	Vicksburg	J. H. PURNELL, M.D.	District Surgeon

Dr. Purnell's jurisdiction extends from Rolling Fork to Vicksburg.

HOSPITAL.....Vicksburg.

DIVISION OFFICERS.

J. B. KEMP,.....Superintendent, Greenville, Miss.
W. T. SUTPHEN.....Train Master, Greenville, Miss.
G. B. McCOY.....Chief Train Dispatcher, Greenville, Miss.

**RATING OF LOCOMOTIVES IN TONS OF 2000 POUNDS.
VICKSBURG DIVISION.**

SOUTHBOUND		CLASS OF ENGINES AND CAPACITY IN TONS.					
		74 CLASS Nos. 74 to 81 Cylinders, 18 x 24 Diameter of Driving Wheels, 4 feet 10 inches		900 CLASS Nos. 948 to 952 Cylinders, 18 x 24 Diameter of Driving Wheels, 5 feet 8 inches		16, 43 & 48 CLASS Nos. 16 to 20, 24, 26, 28, 30, 32 and 48 32 to 42 inclusive Cylinders, 17 x 24 Diameter of Driving Wheels, 4 feet 8 inches	
From	To	A	B	A	B	A	B
Cleveland.....	Vicksburg.....	1100	1300	1000	1200	900	1100
Coahoma.....	Rolling Fork.....	1100	1300	1000	1200	900	1100
NORTHBOUND							
Vicksburg.....	Cleveland.....	950	1150	850	1050	750	950
Rolling Fork.....	Coahoma.....	950	1150	850	1050	750	950

1. Rating "A" is for Manifest, Stock and Perishable freight.

2. Rating "B" is for dead freight.

3. 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.

4. Agents and Yard Masters at District Terminals must, unless otherwise instructed, know that trains are forwarded with full tonnage.

5. When an engine is unable to handle rating, engine-man must wire Trainmaster number of tons to be reduced, and why such reduction is necessary.

6. Trainmasters will determine tonnage to be handled when weather or other conditions are unfavorable.

7. Maximum car rating will be 60 cars during the day, and 50 cars at night.

8. 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.

9. 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 50,000 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 26,000 pounds, 18 tons gross.

10. When miscellaneous cars or empty cars, not stenciled, are hauled without way-bills, use the following table of tare weights to show tons gross:

Kind of Car	Length	Capacity in Tons	Tare Weight
Box	Misc.	15	10 Tons
"	30	20	11 "
"	33	20	12 "
"	34	20	13 "
"	35	20	13 "
"	34	25	13 "
"	35	25	14 "
"	34	30	15 "
"	35	30	15 "
"	36	40	18 "
"	40	40	18 "
Furniture	28	25	15 "
"	40	25	15 "
"	42	30	18 "
"	45	30	18 "
"	50	30	18 "
Barrel	40	25	16 "
Stock	Misc.	14	10 "
"	30	20	12 "
"	34	20	13 "

Kind of Car	Length	Capacity in Tons	Tare Weight
Coal	30	20	12 Tons
Stock	34	25	12 "
"	35	25	14 "
"	36	30	16 "
Fruit	Misc.	14	12 "
"	30	20	12 "
"	34	20	15 "
"	35	25	17 "
Refrigerator	Misc.	14	12 "
"	29	20	16 "
"	35	20	16 "
"	35	20	20 "
Flat	Misc.	14	9 "
"	30	20	9 "
"	30	20	10 "
"	34	20	10 "
"	34	25	10 "
"	35	25	10 "
"	35	30	12 "
"	40	40	14 "
Coal	Misc.	15	9 "
"	30	20	10 "
"	30	20	10 "
"	32	20	11 "
"	33	20	11 "
"	34	20	11 "
"	35	20	11 "
"	35	20	11 "

Kind of Car	Length	Capacity in Tons	Tare Weight
Coal	30	20	12 Tons
"	30	20	12 "
"	34	25	12 "
"	35	25	14 "
"	36	30	16 "
"	34	20	12 "
"	35	20	12 "
"	36	20	12 "
"	36	40	15 "
Ballast	34	20	11 "
"	35	20	11 "
"	35	20	12 "
"	40	40	14 "
"	40	40	14 "
Tank Car			12 "
Excavator Cars			20 "
Steam Shovels			20 "
Derrick			20 "
Pile Drivers			20 "
Tool Cars	Loaded		12 "
"	Empty		11 "
Cowcatcher	44 feet		20 "
"	50 "		25 "
"	52 "		25 "
"	60 "		30 "
"	65 "		35 "
"	70 "		40 "
"	80 "		50 "
"	85 "		55 "
"	90 "		60 "
Shoppers (Old style)			40 "
"			50 "

**INSTRUCTIONS
GOVERNING NUMBER OF AIR BRAKE CARS
IN FREIGHT TRAINS.**

When the make up of freight trains in accordance with Rule 464 will permit, all the available air brake cars must be connected and in use.

When provisions of Rule 464 will not permit the use of all the air brakes, enough cars must be switched ahead to comply with the following requirements:

Train of	5 to 10 cars	must have	3 air brake cars in use.
" 11 "	19 "	" 7 "	" "
" 20 "	24 "	" 10 "	" "
" 30 "	39 "	" 14 "	" "
" 35 "	44 "	" 20 "	" "
" 45 "	49 "	" 20 "	" "
" 50 "	55 "	" 25 "	" "
" 55 "	65 "	" 40 "	" "

Freight trains should not be forwarded from a terminal with a less number of air brakes in use.

When necessary to cut out air brakes on account of defects or otherwise, it must be done at the cross-over pipes, 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.

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