The Names and Locations of Local Surgeons

S. C. Spencer	Shannon, Miss.
C. E. Spencer	Verona, Miss.
W. C. Spencer	Tupelo, Miss.
T. F. Elkin	Tupelo, Miss.
L. C. Feemster	Tupelo, Miss.
C. C. Pyle	Saltillo, Miss.
M. D. Rhodes	Guntown, Miss.
R. B. Caldwell	Baldwyn, Miss.
W. H. Anderson	Booneville, Miss.
G. W. Googe	Rienzi, Miss.
W. A. Johns (Oculist)	Corinth, Miss.
J. R. Lanning	Corinth, Miss.
J. S. Voyles	Corinth, Miss.
M. C. Key	Ramer, Tenn.
R. M. Kendricks	Selmer, Tenn.
W. W. Wallace	Selmer, Tenn.
E. M. Smith	Bethel Springs, Tenn.
W. M. Barnes	Finger, Tenn.
H. T. Pitts	Henderson, Tenn.
R. S. Hearn	Pinson, Tenn.
A. B. Dancy (Oculist)	Jackson, Tenn.
W. G. Saunders	Jackson, Tenn.
G. W. Penn	Humboldt, Tenn.
W. C. McRee	Trenton, Tenn.
R. L. Newman	Dyer, Tenn.
W. L. Medling	Rutherford, Tenn.
A. J. Skiles	Kenton, Tenn.
E. H. White	Rives, Tenn.
M. A. Blanton	Union City, Tenn.
W. T. Butler	Union City, Tenn.
W. T. Berry	Oakton, Kentucky.
T. S. Whayne	Columbus, Ky.
G. L. Thompson	Wickliffe, Ky.
W. F. Grinstead	Cairo, Ill.
J. M. McManus	Cairo, Ill.
M. J. Chiasson	Tamms, Ill.
J. A. Goodwin	Jasper, Ala.
E. P. Solomon	Birmingham, Ala.
R. C. Woodson (Oculist)	Birmingham, Ala.
W. H. Wilder	Birmingham, Ala.

The Names and Locations of Veterinarians

E. I. Keller	Chief Veterinarian	Okolona, Miss.
Charles Wright	Local Veterinarian	Jackson, Tenn.
W. L. Stroup	Local Veterinarian	Corinth, Miss.
J. T. Alston	Local Veterinarian	Tupelo, Miss.
Otis Harbough	Local Veterinarian	Okolona, Miss.
D. A. Piatt	Local Veterinarian	Birmingham, Ala.

The Names and Locations of Watch Inspectors

E. A. Buder	Cairo, Ill.
Andrews Jewelry Co	Union City, Tenn.
I. L. Grady	Jackson, Tenn.
John C. Droke	Corinth, Miss.
Droke Jewelry Co	Okolona, Miss.
Jobe Rose Jewelry Co	Birmingham, Ala.

Within the Corporate limits of following Towns and Cities Trains must not exceed rate of Speed per hour Named

Cairo	Passenger 10—Freight 6
Union City	All Trains 6
Kenton	All Trains 6
Rutherford	All Trains 6
Dyer	All Trains 6
Trenton	All Trains 6
Humboldt	Passenger 10—Freight 8
Jackson	All Trains 6
Henderson	Passenger 15—Freight 10
Bethel Springs	Passenger 15—Freight 10
Selmer	All Trains 8

List of Business Tracks Not Shown on Face of Time Table

	Mile
Bodkin Spur	483
Kemps	468
Stubbs	463
Bruces	435
Youngs	397
Gilmore	391
Meadows	323
Ruggs	314
Thrashers	313
Prather	298
Chickasaw	266

D. H. BURTON, Train Master ..... Jackson District
W. H. FORLINES, Train Master ..... Okolona District
B. H. FOX, Chief Dispatcher ..... Jackson Division
W. C. MOORE, Night Chief Dispatcher ..... Jackson Division

Mobile and Ohio Rail Road Co.

JACKSON DIVISION

TIME TABLE No. 8

To Take Effect at 12:01 A. M.

SUNDAY NOV. 30, 1924.

FOR THE GOVERNMENT OF EMPLOYEES ONLY

DESTROY ALL TIME TABLES OF PREVIOUS DATE

C. E. ERVIN, General Superintendent.
J. P. HOWELL, Superintendent Transportation.
D. F. RICE, Superintendent.

CON P. CURRAN PRINTING CO., ST. LOUIS

JACKSON DISTRICT—Southbound

TIME TABLE No. 8
In Effect Nov. 30, 1924

Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS 3 DAILY	FIRST CLASS 5 DAILY	FIRST CLASS 1 DAILY
				AM	AM	PM
300	493.7	L CAIRO W. T.	492	2 17		2 05
		17.0				
71	485.3	DN WINFORD	485	2 53		2 47
		5.3				
39	480.0	LAKETON W.	480	3 01		f 2 56
		4.5				
69	475.5	D BERKELEY	475	3 08		f 3 05 54
		4.8				
N32 S50	470.7	DN SOUTH COLUMBUS Y.	470	f 3 16		s 3 14
		6.2				
55	464.5	D OAKTON	464	3 27		f 3 28
		4.8				
E50 W49	459.7	D MOSCOW	459	f 3 34		f 3 37
		3.1				
53	456.6	D CAYCE	456	3 40		f 3 44
		3.9				
92	452.7	D JORDAN	452	3 47		f 3 52
		5.6				
N80 S95	447.1	DN UNION CITY C. W. Y.	447	s 3 58	8 15	s 4 04
		4.6				
76	442.5	DN RIVES	442	s 4 08	s 8 27	s 4 16
		4.3				
29	438.2	CROCKETT	438	4 15	f 8 37	f 4 25
		6.9				
79	431.3	D KENTON	431	f 4 27	s 8 55	s 4 39
		5.4				
72	425.9	D RUTHERFORD W.	426	f 4 37	s 9 07	s 4 51 30
		4.5			2	
47	421.4	D DYER	421	f 4 46	s 9 21 73	s 5 00
		6.9			74	
32	414.5	DN TRENTON	414	s 4 58 32	s 9 34	s 5 16
		6.2				
E49 W50	408.3	D FRUITLAND	408	5 09	s 9 46	s 5 30
		4.9				
N32 S80	403.4	DN HUMBOLDT W. Y.	403	s 5 18	s 9 55	s 5 40
		9.7				
73	393.7	CARROLL	394	5 35	f 10 12	f 5 58 6
		7.5				
178	386.2	DN JACKSON	386	5 50	10 30 54	6 15 38
		1.7 C. W.				
350	384.5	DN ISELIN T.	384			
		A		AM	AM	PM
				3 DAILY	5 DAILY	1 DAILY

ALL NORTH BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Trains Nos. 1 and 3 are SUPERIOR to Train No. 6.

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect Nov. 30, 1924 STATIONS	Station Numbers	FIRST CLASS 2 DAILY	6 DAILY	4 DAILY
				PM	PM	AM
300	493.7	CAIRO A {W. T.	492	12 03		2 27
		17.0				
71	485.3	DN.. WINFORD	485	11 26		1 51
		5.3				
39	480.0	LAKETON W.	480	f 11 16 39		1 41
		4.5				
69	475.5	D BERKELEY	475	f 11 09		1 32 29
		4.8				
N32 S50	470.7	DN SOUTH COLUMBUS Y.	470	s 10 59		f 1 24
		6.2				
55	464.5	D OAKTON	464	f 10 46		1 12 33
		4.8				
E50 W49	459.7	D MOSCOW	459	f 10 37		f 1 04
		3.1				
53	456.6	D CAYCE	456	f 10 30		12 58
		3.9				
92	452.7	D JORDAN	452	f 10 22		12 50
		5.6				
N80 S95	447.1	DN UNION CITY {C.W. Y.	447	s 10 12	7 45	s 12 38
		4.6				
76	442.5	DN RIVES	442	s 10 02	s 7 35	s 12 28
		4.3				
29	438.2	CROCKETT	438	f 9 53	f 7 27	12 20
		6.9				
79	431.3	D KENTON	431	s 9 40 55	s 7 13	f 12 08
		5.4				
72	425.9	D RUTHERFORD W.	426	s 9 30	s 7 02	f 11 59
		4.5				
47	421.4	D DYER	421	s 9 21 5 73 74	s 6 52	f 11 51
		6.9				
32	414.5	DN TRENTON	414	s 9 08	s 6 37	s 11 39
		6.2				
E49 W50	408.3	D FRUITLAND	408	s 8 56	s 6 25	11 28
		4.9				
N32 S80	403.4	DN HUMBOLDT {W. Y.	403	s 8 46	s 6 15	s 11 20
		9.7				
73	393.7	CARROLL	394	f 8 29	f 5 58 1	11 05
		7.5				
178	386.2	DN JACKSON	386	8 15	5 40	10 52
		1.7				
350	384.5	DN ISELIN {C.W. T. L.	384			
				AM	PM	PM
				2 DAILY	6 DAILY	4 DAILY

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Trains Nos. 1 and 3 are SUPERIOR to Train No. 6

JACKSON DISTRICT—Southbound

TIME TABLE No. 8
In Effect Nov. 30, 1924

Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	SECOND CLASS					THIRD CLASS			
				29	31	55	39	33	71	73		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.		
		L		AM	AM	AM	AM	PM	AM	AM		
300	493.7	CAIRO W. T.	492					11 15	7 00			
		17.0										
71	485.3	DN WINFORD	485	12 55	3 45	6 44	10 55	12 05	7 45			
		5.3										
39	480.0	LAKETON W.	480	1 10	4 00	7 00	11 16 2	12 20	8 00			
		4.5										
69	475.5	D BERKELEY	475	1 32 4	4 15	7 20	11 31	12 35	8 20			
		4.8										
N32 S50	470.7	DN SOUTH COLUMBUS Y.	470	1 45	4 25	7 30	11 44	12 49	8 40 32			
		6.2										
55	464.5	D OAKTON	464	2 00	4 40	7 47	12 07 72	1 12 4	9 00			
		4.8										
E50 W49	459.7	D MOSCOW	459	2 10	4 50	8 00 32	12 17	1 25	9 15			
		3.1										
53	456.6	D CAYCE	456	2 20	4 58	8 10	12 27	1 35	9 25			
		3.9										
92	452.7	D JORDAN	452	2 30	5 06	8 20	12 39	1 45	9 35			
		5.6										
N80 S95	447.1	DN UNION CITY C.W. Y.	447	2 42	5 18	8 40	12 55	2 00	10 00	7 30		
		4.6										
76	442.5	DN RIVES	442	2 55	5 35	9 00	1 20 54	2 20		7 45		
		4.3										
29	438.2	CROCKETT	438	3 05	5 44	9 10	1 35	2 29		8 00		
		6.9										
79	431.3	D KENTON	431	3 20	6 05 32	9 40 2	1 55	2 42		8 25		
		5.4										
72	425.9	D RUTHERFORD W.	426	3 33	6 17	10 00 74	2 10	2 55		8 50		
		4.5										
47	421.4	D DYER	421	3 43	6 27	10 15	2 22	3 06		9 21 2 5 74		
		6.9										
32	414.5	DN TRENTON	414	3 58	6 45	10 40	2 45	3 25		10 00		
		6.2										
E49 W50	408.3	D FRUITLAND	408	4 10	7 00	11 00	3 05	3 43		10 25		
		4.9										
N32 S80	403.4	DN HUMBOLDT W. Y.	403	4 20 32	7 10	11 25 54 73	3 30 30	4 00 32		11 25 54 55		
		9.7										
73	393.7	CARROLL	394	4 40	7 30 74	11 50	4 00	4 25		12 05		
		7.5										
178	386.2	DN JACKSON	386	5 00	8 00	12 15	4 30	4 50		12 30		
		1.7										
350	384.5	DN ISELIN C.W. T. A	384	5 15 AM	8 15 AM	12 30 PM	4 45 PM	5 05 AM	AM	12 45 PM		
				29	31	55	39	33	71	73		
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN		

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Train No. 71 is SUPERIOR to Train No. 72.

Capacity of Sidings In Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect Nov. 30, 1924 STATIONS	Station Numbers	SECOND CLASS 32 DAILY	54 DAILY	30 DAILY	38 DAILY	THIRD CLASS 74 DAILY EX. SUN.	72 DAILY EX. SUN.
				AM	PM	PM	PM	AM	PM
300	493.7	CAIRO (A W. T.)	492	10 30					2 15
		17.0							
71	485.3	DN WINFORD	485	9 35	3 45	8 10	11 00		1 20
		5.3							
39	480.0	LAKETON W.	480	9 10	3 25	7 54	10 40		1 05
		4.5							
69	475.5	D BERKELEY	475	8 53	3 05 1	7 30	10 18		12 45
		4.8							
N 32 S 50	470.7	DN SOUTH COLUMBUS Y.	470	8 40 71	2 45	7 13	10 08		12 30
		6.2							
55	464.5	D OAKTON	464	8 20	2 27	6 55	9 50		12 07 39
		4.8							
E 50 W 49	459.7	D MOSCOW	458	8 00 55	2 15	6 40	9 40		11 40
		3.1							
53	456.6	D CAYCE	456	7 40	2 07	6 30	9 30		11 25
		3.9							
92	452.7	D JORDAN	452	7 30	1 57	6 20	9 20		11 10
		5.6							
N 80 S 95	447.1	DN UNION CITY (C.W. Y.)	447	7 05	1 40	6 05	9 05	11 30	10 45
		4.6							
76	442.5	DN RIVES	442	6 36	1 20 39	5 40	8 45	11 05	
		4.3							
29	438.2	CROCKETT	438	6 25	1 11	5 27	8 35	10 45	
		6.9							
79	431.3	D KENTON	431	6 05 31	12 52	5 08	8 15	10 20	
		5.4							
72	425.9	D RUTHERFORD W.	426	5 40	12 37	4 51 1	8 00	10 00 55	
		4.5							
47	421.4	D DYER	421	5 25	12 25	4 30	7 47	9 21 2 5 73	
		6.9							
32	414.5	DN TRENTON	414	4 58 3	12 02	4 05	7 30	8 45	
		6.2							
E 49 W 50	408.3	D FRUITLAND	408	4 35	11 40	3 45	7 14	8 20	
		4.9							
N 32 S 80	403.4	DN HUMBOLDT (W. Y.)	403	4 20 29 / 4 00 33	11 25 73 55	3 30 39	7 00	8 00	
		9.7							
73	393.7	CARROLL	394	3 25	10 55	3 00	6 35	7 30 31	
		7.5							
178	386.2	DN JACKSON	386	3 00	10 30 5	2 35	6 15 1	6 55	
		1.7							
350	384.5	DN ISELIN (C.W. T L)	384	2 45	10 15	2 20	6 00	6 45	
				AM	AM	PM	PM	AM	AM
				32 DAILY	54 DAILY	30 DAILY	38 DAILY	74 DAILY EX. SUN.	72 DAILY EX. SUN.

ALL NORTH BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Train No. 71 is SUPERIOR to Train No. 72.

OKOLONA DISTRICT—Southbound

TIME TABLE No 8 In Effect Nov. 30, 1924

Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS									
				3	Ill. Central 9	5	1	Ill. Central 11					
				DAILY	DAILY	DAILY	DAILY	DAILY					
		L		AM	AM	AM	PM	PM					
178	386.2	DN JACKSON	386	5 55		10 40	6 35						
		1.7 WC											
350	384.5	DN ISELIN T	384	5 59 29		10 44	6 39						
		2.9											
93	381.6	DN PERRY	382	6 04	9 35	f 10 50	6 47	11 15					
		6.8											
E44 W93	374.8	D PINSON	375	f 6 14	9 46	s 11 05	s 7 05 10	11 25					
		5.8											
100	369.0	DN HENDERSON W	369	s 6 25	9 55	s 11 18 76	s 7 17	11 35					
		6.4											
95	362.6	D FINGER	362	f 6 36	10 05	s 11 29 52	s 7 28	11 45					
		3.6											
78	359.0	McNAIRY	359	f 6 46	10 12 76	s 11 37	f 7 37	11 52					
		6.1		2									
93	352.9	DN BETHEL SPRINGS W	353	s 6 55 54	10 22 52 75	s 11 50 30	s 7 50	12 02					
		4.8											
35	348.1	D SELMER	348	s 7 04	10 28	s 11 58	s 7 59	12 10					
		1.8											
95	346.3	FALCON	346	7 07	10 31	f 12 02	8 03	12 13					
		5.4											
93	340.9	DN RAMER	341	f 7 15	10 39	s 12 11	s 8 14	12 20					
		4.6											
95	336.3	GUYS	336	f 7 22	10 46 30	f 12 20	f 8 24	12 26					
		5.7											
116	330.6	DN RUSLOR	331	7 31	10 55	12 30	8 34	12 35					
		1.6 WY											
N193 S93	329.0	DN CORINTH T	329	s 7 35 76 7 55		s 12 35 12 55 31	s 8 38 8 45						
		5.3											
95	323.7	JOBES	324	8 04		1 06 38	8 55 4						
		7.4											
L52 W36	316.3	D RIENZI	317	s 8 15		s 1 18 78	s 9 08						
		7.7											
80	308.6	DN BOONEVILLE	309	s 8 30 30		s 1 32	s 9 22						
		6.1											
77	302.5	DN WHEELER'S W	303	s 8 40		s 1 44	f 9 34						
		5.1											
78	297.4	D BALDWYN	297	s 8 49		s 1 53	s 9 43						
		5.1											
26	292.3	D GUNTOWN	292	s 8 59		s 2 02	s 9 52						
		4.8											
70	287.5	D SALTILLO	287	s 9 08		s 2 12 6	s 10 00						
		8.6											
N71 S35	278.9	DN TUPELO W	279	s 9 25 78 9 30		s 2 30 2 35	s 10 15 10 21						
		4.2											
77	274.7	D VERONA	275	s 9 39		s 2 44	s 10 31						
		5.3											
80	269.4	D SHANNON	269	s 9 49		s 2 55	s 10 42						
		7.8 CY											
800	261.6	DN OKOLONA WT A	262	10 05		3 15	11 00						
				AM	AM	PM	PM	AM					
				3	Ill. Central 9	5	1	Ill. Central 11					
				DAILY	DAILY	DAILY	DAILY	DAILY					

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Trains Nos. 1, 3, 9 and 11 are SUPERIOR to Train No. 6.

TIME TABLE No. 8
In Effect Nov. 30, 1924

Capacity of Sidings In Cars	MILES FROM MOBILE	STATIONS	Station Numbers	FIRST CLASS Ill. Central 12 DAILY	2 DAILY	6 DAILY	4 DAILY	Ill. Central 10 DAILY
				A AM	AM	PM	PM	PM
178	386.2	DN JACKSON	386		7 55	5 35	10 47	
		1.7						
350	384.5	DN ISELIN CW T	384		7 51	5 27	10 43	
		2.9						
93	381.6	DN PERRY	382	4 40 53	7 45 75	f 5 21	10 38	7 15
		6.8						
E44 W93	374.8	D PINSON	375	4 30	s 7 25	s 5 08	10 27	7 05 1
		5.8						
100	369.0	DN HENDERSON W	369	4 20	s 7 25	s 4 55	s 10 17	6 56
		6.4						
95	362.6	D FINGER	362	4 10	f 7 12 29	s 4 44	10 06	6 47
		3.6						
78	359.0	McNAIRY	359	4 02	f 7 05	s 4 34	10 00	6 40
		6.1						
93	352.9	DN BETHEL SPRINGS W	353	3 52	s 6 55 3/54	s 4 22	s 9 50	6 30
		4.8						
35	348.1	D SELMER	348	3 44	s 6 46	s 4 13	s 9 42	6 23
		1.8						
95	346.3	FALCON	346	3 40	6 42	f 4 10	9 39	6 20
		5.4						
93	340.9	DN RAMER	341	3 32	f 6 32 53	s 4 00 55	9 30 39	6 10
		4.6						
95	336.3	GUYS	336	3 25	f 6 23	f 3 50 51	9 23	6 04
		5.7						
116	330.6	DN RUSLOR	331	3 15	6 14	3 40	9 14	5 55
		1.6						
N193 S93	329.0	DN CORINTH WY T	329		s 6 10 / 6 05	s 3 35 / 3 30	s 9 10 / 9 05	
		5.3						
95	323.7	JOBES	324		5 53	3 20	8 55 1	
		7.4						
E52 W36	316.3	D RIENZI	317		s 5 40	s 3 10	s 8 43	
		7.7						
80	308.6	DN BOONEVILLE	309		s 5 25	s 2 55	s 8 29	
		6.1						
77	302.5	DN WHEELER'S W	303		f 5 13	s 2 40	s 8 17	
		5.1						
78	297.4	D BALDWYN	297		s 5 03	s 2 30 31	s 8 07	
		5.1						
26	292.3	D GUNTOWN	292		s 4 53	s 2 20	s 7 57	
		4.8						
70	287.5	D SALTILLO	287		s 4 45	s 2 12 5	s 7 49 55	
		8.6						
N71 S35	278.9	DN TUPELO W	279		s 4 30 / 4 25	s 2 00 / 1 40 77	s 7 35 / 7 15	
		4.2						
77	274.7	D VERONA	275		s 4 17	s 1 30	s 7 07	
		5.3						
80	269.4	D SHANNON	269		s 4 08	s 1 19	s 6 58	
		7.8						
800	261.6	DN OKOLONA CY WT L	262		3 55	1 00	6 45	
				AM	AM	PM	PM	PM
				Ill. Central 12 DAILY	2 DAILY	6 DAILY	4 DAILY	Ill. Central 10 DAILY

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction, except Trains Nos. 1, 3, 9 and 11 are SUPERIOR to Train No. 6.

OKOLONA DISTRICT—Southbound

TIME TABLE No. 8
In Effect Nov. 30, 1924

Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	SECOND CLASS						THIRD CLASS		
				Ill. Central 53	29	31	Ill. Central 51	55	39	75	77	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
		L		AM	AM	AM	PM	PM	PM	AM	AM	
178	386.2	DN JACKSON	386									
		1.7 CW										
350	384.5	DN ISELIN T	384		5 59 3	9 35		2 00	7 10	7 20		
		2.9										
93	381.6	DN PERRY	382	4 40 12	6 10	9 44	1 15 30	2 10	7 21	7 45 2		
		6.8										
E44	374.8	D PINSON	375	4 55	6 30	10 05	1 32	2 28	7 40	8 15 54		
W93		5.8										
100	369.0	DN HENDERSON W	369	5 10	6 50	10 20	1 47	2 43	8 00	9 00		
		6.4										
95	362.6	D FINGER	362	5 25	7 12 2	10 35 76	2 02	2 57	8 15	9 25		
		3.6										
78	359.0	McNAIRY	359	5 35	7 25 54	10 50 52	2 12	3 07	8 25	9 55 76		
		6.1										
93	352.9	DN BETHEL SPRINGS W	353	5 50	7 40	11 08	2 30	3 25 38	8 45	10 22 9/52		
		4.8										
35	348.1	D SELMER	348	6 02	7 55	11 20	2 45	3 37	9 00	10 40		
		1.8										
95	346.3	FALCON	346	6 10 54	8 00	11 25 30	2 56 38	3 42	9 05	10 45		
		5.4										
93	340.9	DN RAMER	341	6 32 2	8 15 76	11 44	3 20	4 00 6	9 30 4	11 05 30		
		4.6										
95	336.3	GUYS	336	6 53	8 25	11 57	3 50 6	4 18	9 45	11 20		
		5.7										
116	330.6	DN RUSLOR	331	7 15	8 37	12 15	4 10	4 35	10 05	11 50		
		1.6 WY										
N193 S93	329.0	DN CORINTH T	329		{ 8 45 / 9 05	{ 12 20 / 12 55 5		{ 4 40 / 5 15	{ 10 10 / 10 50	12 05	8 15	
		5.3										
95	323.7	JOBES	324		9 25 30	1 12 38		5 35	11 05		8 30	
		7.4										
E52	316.3	D RIENZI	317		9 40	1 30 78		5 55	11 25		9 00 30	
W36		7.7										
80	308.6	DN BOONEVILLE	309		9 55 77	1 50		6 20	11 55		9 55 29	
		6.1										
77	302.5	DN WHEELER'S W	303		10 10	2 10		6 45	12 20		10 45 78	
		5.1										
78	297.4	D BALDWYN	297		10 20 78	2 30 6		7 05	12 35		11 48 38	
		5.1										
26	292.3	D GUNTOWN	292		10 32	2 45		7 25	12 55		12 15	
		4.8										
70	287.5	D SALTILLO	287		10 42	3 00		7 49 4	1 10		12 45	
		8.6										
N71 S35	278.9	DN TUPELO W	279		11 05 38	3 25		8 30	1 35		1 40 6	
		4.2										
77	274.7	D VERONA	275		11 15	3 40		8 50	2 00 54		2 05	
		5.3										
80	269.4	D SHANNON	269		11 30	3 56		9 15	2 20		2 30	
		7.8 CY										
800	261.6	DN OKOLONA WT	262		11 55	4 20		9 45	2 50		3 00	
		A		AM	AM	PM	PM	PM	AM	PM	PM	
				Ill. Central 53	29	31	Ill. Central 51	55	39	75	77	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

OKOLONA DISTRICT—Northbound

TIME TABLE No. 8
In Effect Nov. 30, 1924

Capacity of Sidings in Cars	MILES FROM MOBILE	STATIONS	Station Numbers	SECOND CLASS				THIRD CLASS						
				54	30	Ill. Central 52	38	78	76					
				DAILY	DAILY	DAILY	DAILY	DAILY EX SUN.	DAILY EX. SUN.					
		A		AM	PM	PM	PM	PM	PM					
178	386.2	DN JACKSON	386											
		1.7												
350	384.5	DN ISELIN WC T	384	8 50	1 30		5 00		12 30					
		2.9												
93	381.6	DN PERRY	382	8 35	1 15 51	12 45	4 50		12 10					
		6.8												
E44 W93	374.8	D PINSON	375	8 15 75	12 55	12 20	4 35		11 45					
		5.8												
100	369.0	DN HENDERSON W	369	7 55	12 40	11 59	4 15		11 18 5					
		6.4												
95	362.6	D FINGER	362	7 40	12 20	11 29 5	3 55		10 35 31					
		3 6												
78	359.0	McNAIRY	359	7 25 29	12 10	10 50 31	3 45		10 12 9 9 55 75					
		6.1												
93	352.9	DN BETHEL SPRINGS W	353	6 55 2/3	11 50 5	10 22 9/75	3 25 55		9 30					
		4.8												
35	348.1	D SELMER	348	6 20	11 30	10 00	3 02		8 55					
		1.8												
95	346.3	FALCON	346	6 10 53	11 25 31	9 55	2 56 51		8 40					
		5.4												
93	340.9	DN RAMER	341	5 50	11 05 75	9 40	2 40		8 15 29					
		4.6												
95	336.3	GUYS	336	5 35	10 46 9	9 25	2 25		7 55					
		5.7												
116	330.6	DN RUSLOR	331	5 15	10 15	9 10	2 05		7 40					
		1.6												
N193 S93	329.0	DN CORINTH WY T	329	5 10 4 45	10 10 9 45		2 00 1 35	2 20	7 35 3					
		5.3												
95	323.7	JOBES	324	4 25	9 25 29		1 12 31 1 06 5	1 55						
		7.4												
L52 W36	316.3	D RIENZI	317	4 10	9 00 77		12 45	1 30 31 1 18 5						
		7.7												
80	308.6	DN BOONEVILLE	309	3 50	8 30 3		12 20 78	12 20 38 11 30						
		6.1												
77	302.5	DN WHEELER'S W	303	3 25	7 55		12 01	10 45 77						
		5.1												
78	297.4	D BALDWYN	297	3 10	7 40		11 48 77	10 20 29						
		5.1												
26	292.3	D GUNTOWN	292	2 55	7 25		11 35	10 05						
		4.8												
70	287.5	D SALTILLO	287	2 45	7 15		11 25	9 50						
		8.6												
N71 S35	278.9	DN TUPELO W	279	2 15	6 50		11 05 29	9 25 3						
		4.2												
77	274.7	D VERONA	275	2 00 39	6 35		10 47	8 30						
		5 3												
80	269.4	D SHANNON	269	1 45	6 20		10 35	8 10						
		7.8												
800	261.6	DN OKOLONA CY WT L	262	1 20	5 55		10 15	7 45						
				AM	AM	AM	AM	AM	AM					
				54	30	Ill. Central 52	38	78	76					
				DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	DAILY EX. SUN.					

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

ST. LOUIS DIVISION

CAIRO DISTRICT—Southbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect Nov. 30 1924 — STATIONS	Station Numbers	FIRST CLASS 3 DAILY	FIRST CLASS 1 DAILY	SECOND CLASS 31 DAILY	SECOND CLASS 55 DAILY	SECOND CLASS 39 DAILY	SECOND CLASS 29 DAILY	THIRD CLASS 79 DAILY EX. SUN.		
				AM	PM	AM	AM	AM	PM	AM		
500	512.9	DN TAMMS L. C.W. T.	512	1 28	1 00	2 10	5 10	9 00	11 35	10 30		
		2.02										
29	510.9	SANDUSKY	510	1 33	f 1 06 2	2 20	5 20	9 15	11 41	10 42		
		3.45										
34	507.4	D HODGES' PARK	507	1 40	f 1 13	2 35	5 35	9 35	11 50	11 00		
		4.02										
76	503.4	DN CACHE	502	f 1 48	f 1 21	2 55 4	5 50	9 55	12 0538	11 20		
		9.60										
300	493.7	CAIRO W. T. A.	492	2 12 AM	1 45 PM	AM	AM	AM	AM	11 55 AM		
				3 DAILY	1 DAILY	31 DAILY	55 DAILY	39 DAILY	29 DAILY	79 DAILY EX. SUN.		

CAIRO DISTRICT—Northbound

Capacity of Sidings in Cars	MILES FROM MOBILE	TIME TABLE No. 8 In Effect Nov. 30, 1924 — STATIONS	Station Numbers	FIRST CLASS 4 DAILY	FIRST CLASS 2 DAILY	SECOND CLASS 54 DAILY	SECOND CLASS 30 DAILY	SECOND CLASS 38 DAILY	THIRD CLASS 80 DAILY EX. SUN.			
				A.								
500	512.9	DN TAMMS C.W. T.	512	3 12	1 10	5 25	9 45	12 40	8 10			
		2.02										
29	510.9	SANDUSKY	510	3 08	f 1 06 1	5 12	9 35	12 28	8 02			
		3.45										
34	507.4	D HODGES' PARK	507	3 02	f 12 55	5 00	9 25	12 17	7 50			
		4.02										
76	503.4	DN CACHE	502	f 2 5531	f 12 47	4 45	9 10	12 0529	7 35			
		9.60										
300	493.7	CAIRO W. T. L.	492	2 32 AM	12 23 PM	PM	PM	AM	7 10 AM			
				4 DAILY	2 DAILY	54 DAILY	30 DAILY	38 DAILY	80 DAILY EX. SUN.			

ALL NORTH-BOUND trains are SUPERIOR to trains of the SAME CLASS in the OPPOSITE direction.

SPECIAL INSTRUCTIONS

Maximum speed of passenger trains with passenger engines will be 48 miles per hour; when handled by Consolidated or Mikado engines, maximum speed will be 35 miles per hour.

Maximum speed freight trains 35 miles per hour, and work trains 25 miles per hour.

Engines not equipped with trucks, or train hauling them, will not exceed 15 miles per hour.

Derricks with boom ahead, 25 miles per hour; derricks with boom trailing 20 miles per hour.

Trains handling steam shovels, hoisting derricks on own trucks, pile drivers and structural iron where the weight is carried on two or more cars, 20 miles per hour.

All trains between Cache, Cairo, Freight Yard and Winford will be governed by the Mobile & Ohio and Illinois Central joint "CAIRO TERMINAL" Time Table.

All trains between Tamms and Cache will be governed by St. Louis Division Time Table, Cairo District. Train orders authorizing movement of trains between Tamms and Cache will be issued by Jackson Division train dispatchers, B. H. Fox, Chief Dispatcher.

All northbound trains must get clearance card before leaving Cache.

All southbound trains must get clearance card before leaving Winford.

All trains must get clearance card before leaving Corinth.

REGISTERING STATIONS.—Tamms, Cache, Winford, Union City, Jackson, Iselin, Perry, Ruslor, Corinth, and Okolona for all trains. First class trains will register at Tamms, Cache, Winford, Perry, Iselin and Ruslor by giving the operators at those points Form 9, properly filled in, and the operators will carefully enter in the train register.

STANDARD CLOCKS.—Tamms, Cairo, Winford, Union City, Jackson, Iselin, Corinth and Okolona.

BULLETIN BOARDS AND BOOKS.—Tamms, Cairo, Union City, Jackson, Iselin, Corinth and Okolona.

YARD LIMITS.—Tamms, Union City, Trenton, Humboldt, Jackson, Iselin, Ruslor, Corinth, Boonville, Tupelo and Okolona. L. & N. engines have yard limit rights at Humboldt, St. L.-S. F. engines have yard limit rights at Tupelo.

RAILROAD CROSSINGS.—Illinois Central at Cache (Interlock), Illinois Central at Winford (Interlock), N.C.,St.L. at Union City, Illinois Central at Rives (Interlock), L.&N. at Humboldt, Illinois Central at Jackson, Southern at Corinth and St.L.-S.F. at Tupelo.

Inferior northbound trains given right of track to Winford, Ky. over southbound superior trains, will hold main line. If given meeting point or wait order northbound inferior trains will take siding.

The tracks between Jackson and Iselin will be used as double tracks. All trains, light engines and switch engines moving between Jackson and Iselin will use the right hand track, EXCEPT NORTH BOUND FIRST CLASS TRAINS WILL USE THE LEFT HAND TRACK. The junction switch at Iselin and Jackson will be set and locked for southbound track.

Mobile & Ohio trains must approach Perry and Ruslor under full control, prepared to stop before reaching fouling point of adjoining tracks and stop unless switches are properly set and upper arm of semaphore signal is in clear position and will call for signal by one long and one short blast of whistle.

Illinois Central trains approaching Perry or Ruslor either on the M. &. O. or Illinois Central tracks must be under full control prepared to stop before reaching the fouling point unless switches are set for the I. C. connecting track and the lower arm of the semaphore signal is in clear position and will call for signal by four short blasts of whistle.

First class Illinois Central trains approaching Perry or Ruslor will be handed clearance card by operator and a 19 Train Order if superior overdue trains have not arrived. All trains to be registered at Perry and Ruslor by conductors handing operator register slip who will properly record in register. Operators will be required to open and close all switches to be used by trains at their stations including both junction and siding switches. Semaphore signals must be changed within view of approaching trains.

Numbers 1, 2, 5 and 6 will stop on signal at Bruces and Numbers 5 and 6 at Chickasaw, Artesian Well, Meadows, Grizzard and Youngs.

Nos. 2, 3, 5 and 6 stop on signal at Thrashers

Signals Approaching Highway Crossings

The attention of enginemen and firemen is particular directed to the laws of Illinois, Kentucky, Tennessee and Mississippi, which require that the crossing signal, by whistle, shall be continuously repeated, or that the bell shall be continuously rung, from whistle board to each highway crossing.

In Tennessee, the law also requires that the whistle should be blown or the bell rung for a distance of one mile before reaching any depot or station.

HOLDING TRAINS FOR CONNECTIONS

PERCY, ILL.—No. 2 will wait 15 minutes W. C. & W. No. 2 when passengers are reported for St. Louis or beyond.

RIVES, TENN.—No. 1 will wait 15 minutes for Illinois Central No. 105 when passengers are reported for Humbolt and South.

HUMBOLDT, TENN.—No. 1 will wait as much as 10 minutes for L. & N. No. 107 when passengers are reported.

No. 5 will wait as much as 10 minutes for L. & N. No. 108 when passengers are reported.

CORINTH, MISS.—No. 1 will wait 20 minutes for Southern No. 12 when passengers are reported.

No. 6 will wait 20 minutes for Southern No. 35 when passengers are reported.

No. 2 will wait 15 minutes for Southern No. 25 when Passengers are reported for Jackson and North.

TUPELO, MISS.—No. 6 will wait 20 minutes for Frisco No. 922 when passengers are reported.

No. 1 will wait one hour for Frisco No. 923 for Memphis sleeping car.

No. 2 will wait 10 minutes for Frisco No. 104 when passengers are reported for Corinth and North.

OKOLONA, MISS.—No. 3 will wait 20 minutes for No. 82 when passengers are reported.

No. 83 will wait 20 minutes for No. 6 when passengers are reported.

MULDON, MISS.—No. 3 will wait 20 minutes for No. 62 when passengers are reported.

No. 63 will wait 30 minutes for No. 3 when passengers are reported.

No. 5 will wait 20 minutes for No. 64 when passengers are reported.

No. 65 will wait 20 minutes for No. 5 when passengers are reported.

No. 4 will wait 20 minutes for No. 66 when passengers are reported.

No. 67 will wait one hour for No. 4 when passengers are reported.

ARTESIA, MISS.—No. 3 will wait 20 minutes for Nos. 106 and 44 when passengers are reported.

No. 103 will wait one hour and thirty minutes for No. 3 when passengers are reported for points beyond Tuscaloosa, and 30 minutes when passengers are reported for Tuscaloosa and points north, and 30 minutes for Nos. 6 and 44.

No. 6 will wait 30 minutes for No. 105 and 20 minutes for No. 44 when passengers are reported.

No. 43 will wait 30 minutes for Nos. 3, 6 and 106 when passengers are reported.

No. 4 will wait one hour and thirty minutes for No. 104 when passengers are reported for points north of Okolona and 30 minutes for No. 48 when passengers are reported.

No. 5 will wait 30 minutes for Nos. 104 and 48 when passengers are reported.

No. 105 will wait one hour and thirty minutes for Nos. 4 and 5 and 30 minutes for No. 48 when passengers are reported.

No. 47 will wait one hour for Nos. 4, 5 and 104 when passengers are reported.

No. 1 will wait 20 minutes for No. 120 when passengers are reported.

No. 121 will wait 20 minutes for No. 1 when passengers are reported.

No. 2 will wait 20 minutes for No. 122 when passengers are reported.

No. 123 will wait one hour for Nos. 1 and 2 when passengers are reported.

MERIDIAN, MISS.—No. 1 will wait 30 minutes for Southern (A.G.S.) No. 41 when passengers are reported for Citronelle, Mobile or beyond.

No. 3 will wait 30 minutes for Southern (A.G.S.) No. 43 when passengers are reported for Citronelle, Mobile or beyond.

No. 4 will wait 20 minutes for Southern (NO&NE) No. 44 and Southern No. 25 when passengers are reported.

REFORM, ALA.—No. 103 will wait 20 minutes for A. T. & N. No. 2 when passengers are reported.

TUSCALOOSA, ALA.—No. 106 will wait 20 minutes for Southern (A.G.S.) No. 11 when passengers are reported for Reform or beyond.

MAPLESVILLE, ALA.—No. 107 will wait 15 minutes for Southern No. 19 when passengers are reported.

MONTGOMERY, ALA.—No. 104 will wait 15 minutes for A. C. L. No. 57 when passengers are reported for Northport, Ala. or beyond.

No. 108 will wait 20 minutes for A. & W. P. Nos. 31 and 35 when passengers are reported.

LOCOMOTIVE RATING IN TONS OF 2000 POUNDS EXCLUSIVE OF TENDER AND CABOOSE

SOUTHBOUND

BETWEEN	Mikado Engines 450-472	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-319	Ten-Wheel Engines 320-384
Tamms to Davis	3100	2800	2600	2000	2225	2225
Cairo to So. Columbus	2100	2000	1650	1100	1200	1200
So. Columbus to Jackson	2350	2250	1950	1300	1450	1450
Jackson to Tupelo	2450	2350	2100	1500	1600	1600
Tupelo to Okolona	2350	2250	2000	1400	1500	1500

NORTHBOUND

BETWEEN	Mikado Engines 450-472	Mikado Engines 400-420	Consolidated Engines 540-554	Ten-Wheel Engines 300-306	Ten-Wheel Engines 310-319	Ten-Wheel Engines 320-384
Okolona to Tupelo	2350	2250	1950	1500	1600	1600
Tupelo to Booneville	2050	1950	1650	1125	1225	1225
Booneville to Jackson	2650	2550	2200	1600	1700	1700
Jackson to So. Columbus	2350	2250	1950	1350	1450	1450
So. Columbus to Cairo	2100	2000	1650	1100	1200	1200
Davis to Tamms	3100	2800	2600	2000	2225	2225

TRAINS 29, 30, 31, 38, 54, 55 AND BANANA TRAINS, 100 TONS LESS THAN RATING.

Tonnage rating shown in current time table is based on rating of engine over principal grade and is appliable under favorable weather and operating conditions. Modification by the Chief Dispatcher will be made when conditions warrant.

Agents and Yard Masters must, unless otherwise instructed, fill out trains leaving their stations to full tonnage rating of the engine handling, and must know that trains are forwarded with full tonnage. Conductors, unless otherwise instructed, must fill out and keep the tonnage of their trains up to the engine rating on line of road. In making computation, less than 1000 pounds will be dropped, 1000 pounds will be counted as one ton, and fifteen tons more or less of rating will be counted as full tonnage.

When trains are delayed on account of failure of engines to handle their tonnage rating, Engineers must report to Chief Dispatcher by wire stating cause of such failure, and Conductors must show tonnage in train at the time such delay occurred on their delay report.

Actual weights of loaded or empty cars must not be estimated or assumed when they are available from way bill or stencil.

Estimated weights may be used when the billing accompanying the cars does not show weight of contents (but not otherwise). When necessary to estimate weights, heavy commodities such as wheat, corn, pig iron, rail, stone, scrap iron, lumber, and other heavy material, use marked capacity of cars as weight of contents. On cotton, hay, bran and other light commodities, use one half of the marked capacity of cars as weight of contents. On cars loaded with fruit, vegetables, packing house products, live stock, use weight of 30,000 pounds or fifteen tons, and on merchandise, use weight of 16,000 pounds or eight tons.

When necessary to estimate tare weight of cars account of cars not being stencilled, the following table of tare weights should be used:

Kind of car	Weight	Tons
Refrigerators	48,000 lbs.	24 tons
Box cars	40,000 lbs.	20 tons
Tank cars	44,000 lbs.	22 tons
Stock cars	38,000 lbs.	19 tons
Coal cars	40,000 lbs.	20 tons
Flat cars	32,000 lbs.	16 tons